

**OCEAN BEACH PRECISE PLAN
AND LOCAL COASTAL PROGRAM ADDENDUM**

OCEAN BEACH PRECISE PLAN

The Planning Commission, on April 2, 1975, approved the Ocean Beach Precise Plan under Resolution No. 277, and concurrently approved amendment of the Peninsula Community Plan and the Progress Guide and General Plan Map by Resolution Nos. 278 and 279 respectively.

The San Diego City Council, on July 3, 1975, adopted this Ocean Beach Precise Plan and concurrently amended the Peninsula Community Plan by Resolution No. 213739.

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OCEAN BEACH PRECISE PLAN

Background

The purpose of a Precise Plan for Ocean Beach is to establish as public policy a program for preserving and enhancing the community. The effort leading to this precise plan encompassed a comprehensive identification of local problems, issues and opportunities together with establishment of community values and goals translated into appropriate long and short-range action-oriented recommendations.

This Precise Plan represents the culmination of the most recent efforts by many interested persons in the community in conjunction with staff of the Planning Department. This Plan is the result of a recommendation of the Peninsula Community Plan adopted in 1968 to prepare a precise plan for the Ocean Beach area. Two years of work resulted in a draft Precise Plan in mid-1971 which was then the subject of discussion at four public meetings in the community. It was the product of joint efforts of the Ocean Beach Implementation Planning Group, a subcommittee of Peninsulans, Inc., which had produced the Peninsula Community Plan, and Planning Department staff. Disagreement over the draft plan arose involving several divergent aspects including, among others, a lack of knowledge and understanding of its purpose and contents, and feelings of a lack of opportunity to participate. In addition, there existed a general heightened public awareness and concern for urban environmental matters particularly in unique coastal areas.

These community concerns resulted in no further processing of the draft plan through the Planning Commission toward the establishment of public policy to guide the future of Ocean Beach. In the face of increasing local problems and issues, the efforts by staff of the Planning Department to reach consensus among divergent interests in Ocean Beach and proceed with a planning program were without success.

However, as a result of mounting community concerns that the area needed a plan for the future, the City Council in the summer of 1973 directed that the Planning Department reactivate the planning program and bring forth a draft Precise Plan to the Planning Commission for public hearing at the earliest feasible opportunity. This direction included making every reasonable effort to work with the various groups that had emerged expressing sincere interest in the future of Ocean Beach. These groups included the Ocean Beach Implementation Planning Group, the Ocean Beach Town Council, and the Ocean Beach Community Planning Group. It was believed that such meetings would provide the opportunity for staff to receive various comments, suggestions and alternatives to those points within the draft on which differences of opinion existed. The Planning Department staff held nine meetings with the three groups involved in an effort to establish a dialogue over various planning proposals.

The staff analyzed the different proposals made by these citizen groups, and presented a draft to them for discussion purposes. (Ocean Beach Precise Plan, Review Draft, January 1974). Since that time, representatives of these groups have met with City staff weekly, and there have been monthly public meetings. (Since June, 1974, the Ocean Beach Business and Property Owners Association has also provided representation and input at these discussion sessions.) This plan reflects those meetings and discussions.

SIGNIFICANCE OF THE PRECISE PLAN

The Ocean Beach Precise Plan is a policy framework enabling the community and the City to preserve and enhance the character of Ocean Beach. The Plan provides guidelines and recommendations for public and private development.

Once this Plan is adopted by the City Council, any amendments, additions or deletions will require that the Planning Commission and City Council follow the same procedure of holding public hearings as was required in the initial adoption of the Plan. While this Plan sets forth many proposals for implementation, it does not establish new regulations or legislation, nor does it rezone property. However, it must be clearly pointed out that adoption of this Plan will require subsequent public hearings to be held to determine whether or not to rezone property so that it is consistent with Plan proposals. Finally, the amendment or future preparation of other City Ordinances such as subdivision, housing, building or other development controls must also be enacted separately through the regular legislative process.

The Plan deals with the environment of Ocean Beach, emphasizing "scale" and "character" and major land uses. The plan elements include residential, commercial, transportation, public facilities, and community environment and design. All of the elements consider the community from both a neighborhood standpoint and from its position as a major recreation area. A series of maps and drawings illustrate the major recommendations and policies. The report concludes with an implementation section listing major projects, public and private, required to carry out the Plan.

It should also be pointed out that adoption of the Ocean Beach Precise Plan requires amending of the Peninsula Community Plan, adopted by the City Council in 1968. In addition, adoption of this Ocean Beach Precise Plan will require amendment to the Progress Guide and General Plan for the City of San Diego. A harmonious relationship exists between the general goals and policies of this area, adjacent areas, and the entire City. Should differences occur in the future regarding proposals contained in this Plan and the City's General Plan, they may be resolved during the course of related public hearings. This procedure is in accordance with the intent of City Council Policy 600-7. It should also be pointed out that the periodic review of the General Plan may produce recommendations

for changes in this Plan. Again, the normal procedures for legislative actions, including public hearings, must, of course, be followed before changes to these documents can be accomplished.

A flexible document is necessary. Nothing can be rigid in view of changing life styles, human needs and technology. However, the recommendations of this Plan should be kept fundamentally intact and followed unless amended by due process.

THE OCEAN BEACH COMMUNITY

In the early part of this century, a developer named D. C. Collier bought most of the brush-covered hillsides, laid out streets, planted trees, put in utilities and established a streetcar line, and built houses. A boardwalk like Atlantic City's stretched from Mission Bay to Sunset Cliffs. Ocean Beach originally developed as a summer cottage and resort community. Later, many of these cottages were converted to year-round residences. New single family homes were built and Ocean Beach became a small residential community somewhat apart from the rest of San Diego.

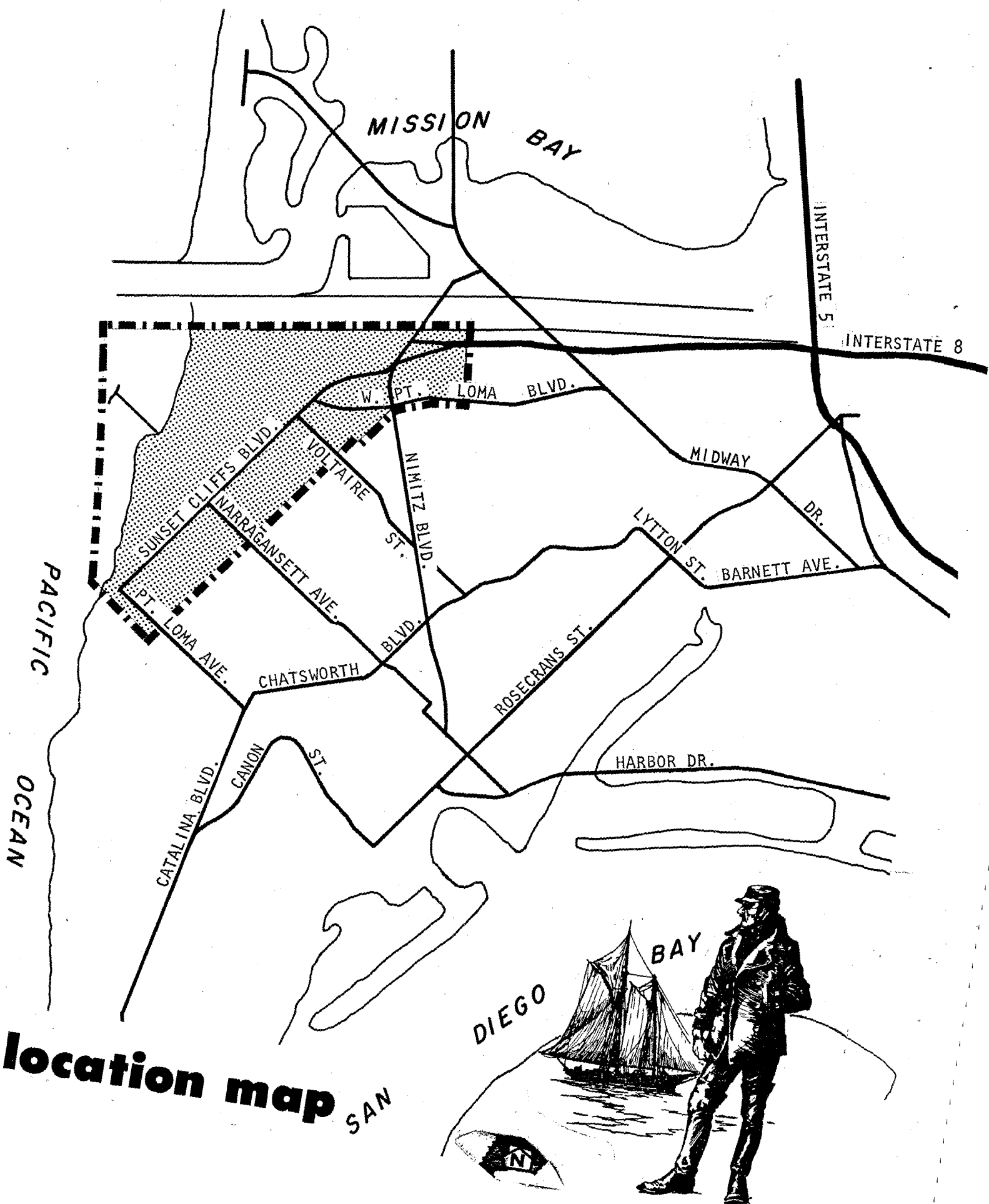
Through the years, Ocean Beach became popular as a beach resort and center of weekend beach activity. The community was affected by World War II, as the large influx of military personnel created the need for rental housing. Recent years have seen a great rise in the number of young adults, drawn to the community by the casual beach atmosphere and other factors. Increased tourism, including the development of Mission Bay Park, a new freeway, and the popularity of beach areas as places to live have brought growth pressures to Ocean Beach.

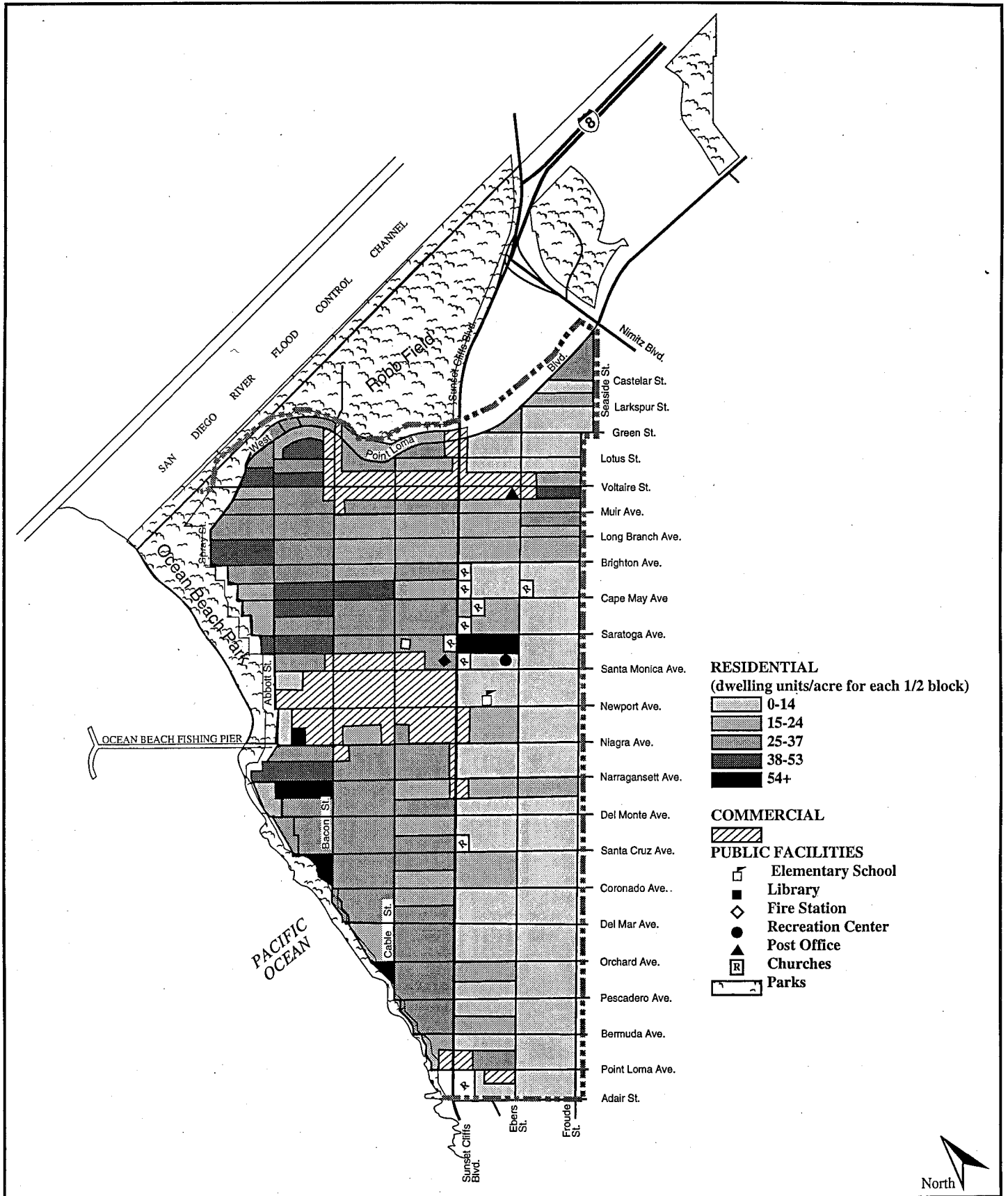
The planning area is approximately one square mile in size. It is bounded by the San Diego River on the north, the Pacific Ocean on the west, Froude and West Point Loma Blvd. on the east and Adair Street on the south.

The current population of the Precise Plan area is 11,800, which represents an increase of only 400 people since 1970. In fact, the population declined by 100 people from 1972 to 1973, despite a rise in total dwelling units. Some of the reasons for this apparent stabilization in population include decreasing family size, a declining birth rate, and fewer occupants per dwelling unit than in the past. There is a considerable increase of people during the summer months due to an influx of tourists.

The most significant characteristic of the Ocean Beach population is the large number of young persons. 53% of the population in 1970 was between 20 and 34 years of age which compared to only 27% for the City as a whole.

The median school years completed in 1970 was 12.6. 36% of persons 25 years or older had attended college. The average family income was





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Generalized Land Use Ocean Beach Community Plan Area City of San Diego Planning Department

Figure

\$7,490. There were 273 families and over 2,000 persons below the federal government definition of the poverty level, an average of one out of every six persons.

There are 6,700 dwelling units in Ocean Beach, 3,000 units in single family use and 3,700 multiple units. This represents an increase of 700 multiple dwelling units since 1970, when single and multiple units were equal. Also, in 1970, 4,600 of a total 6,100 dwelling units, or 81% were renter occupied, compared to 47% city-wide. The 1970 median housing value was \$19,400 and the median rent, \$120 per month.

From these census statistics, it is evident that Ocean Beach is a community with many young people, is no longer growing at a rapid rate, is relatively well educated, is becoming more oriented toward multiple family life styles, has a high percentage of renters and is characterized by relatively high rental and land values.

One of the most dramatic physical features of the community is its coastline a wide, sandy beach and a rock shoreline composed of eroding cliffs and tide pools. A fishing pier adds to the attractiveness and charm of the beach atmosphere. Another feature is the gently sloping land east of Sunset Cliffs Blvd. which provides dramatic views of the ocean.

RECENT LEGISLATION

In recent years a new understanding of planning principles has developed throughout the nation which not only recognizes the importance of land use relationships, but stresses the preservation of community environment, both natural and man-made. Fostered by the problems associated with uncontrolled urbanization, this new attitude has come about because of people's concern over the threatened loss of the intrinsic values they are increasingly unwilling to forfeit.

These national concerns have been reflected at the federal legislative level with the formation in 1970 of the Environmental Protection Agency (EPA) and the creation of the Clean Air Act of 1970. The EPA has been delegated the task of reducing air pollution under this Act. Some of the initial recommendations considered for San Diego were mass transit priority, parking surcharge and management, and limitations on gasoline. The move to decrease dependence on the automobile is balanced by the increased importance of public transportation and the bicycle as an alternate means of transportation.

Several important environmental laws have been recently passed in California. The California Environmental Quality Act of 1970 is aimed at determining the extent of environmental damage, if any, created by the completion of proposed projects which require Environmental Impact Reports. Also, State Assembly Bill 1301 (Section 65860 of the Government Code) was passed in 1971 and amended in 1972; and is intended to create consistency between land use proposals, zoning regulations, and long range plans.

According to A.B. 1301, the zoning ordinance and the land use proposals of the Ocean Beach Precise Plan must be in conformance.

In 1972 the California voters passed Proposition 20, the Coastal Zone Conservation Act. This Act is aimed at balanced conservation and development of coastal zone resources. It created a Coastal Commission to plan development within 5 miles and regulate development within 1,000 yards of the shoreline until a statewide coastal zone plan is adopted by 1976.

With respect to these laws, any significant proposal in Ocean Beach would be (1) reviewed by the Planning Commission, City Council, and Coastal Commission as to its environmental impact, and (2) determined to be consistent or inconsistent with the Precise Plan.

The City of San Diego has also instituted important development controls in recent years. The city-wide zoning ordinance has been revised to include floor area ratios which have helped to reduce building bulk. Also, commercial zones have been revised to greatly reduce permitted residential densities and to also require parking for residential uses.

Another recent regulation was the passage of Proposition D, a citizen initiative which placed a 30-foot height limit on new construction west of the Interstate 5 freeway excepting the Centre City area.

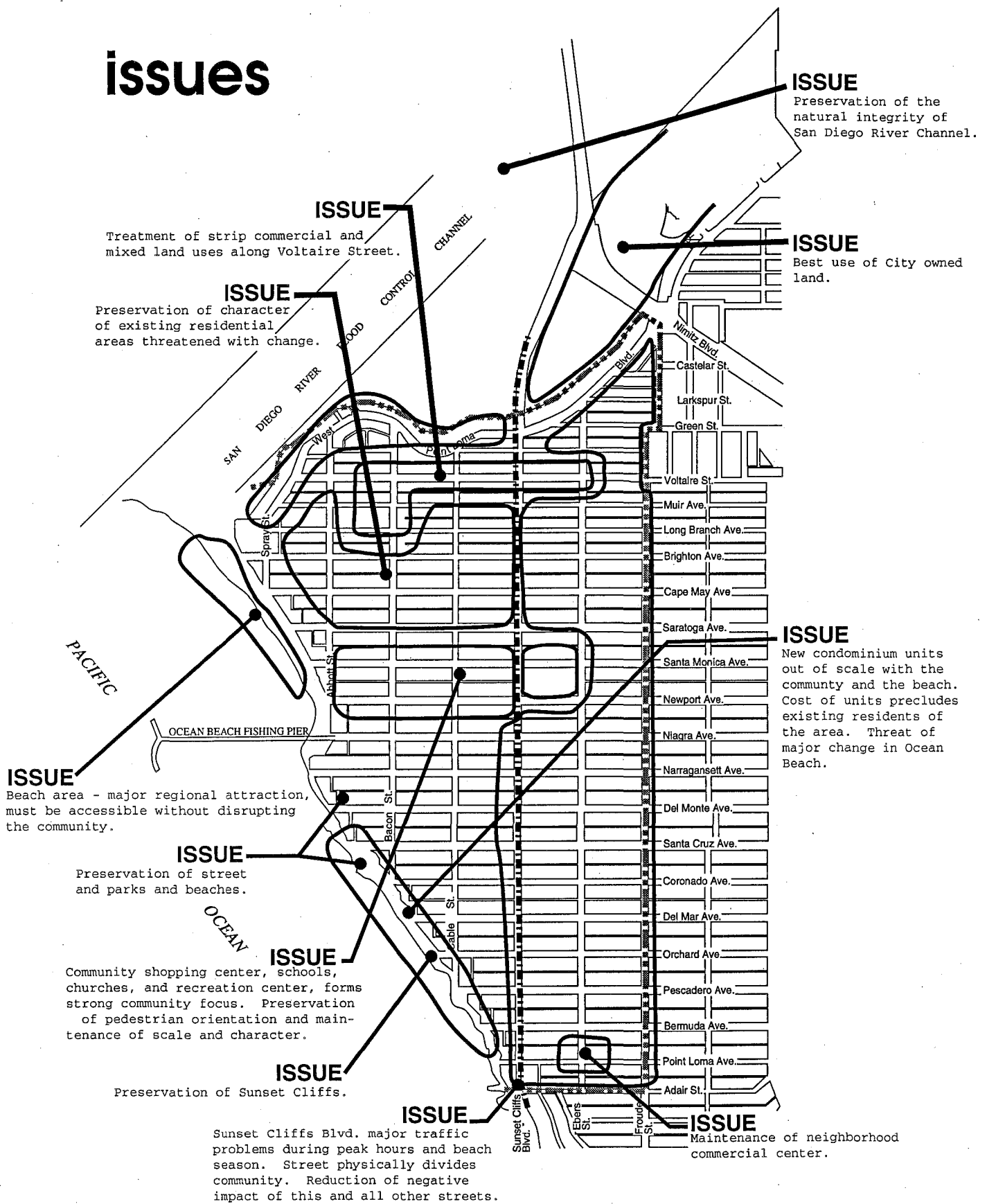
There are several City Council Policies that apply city-wide and hence, are of significance in Ocean Beach. Policy 600-6 (1967) states that zoning should be used to implement proposals in adopted community plans. This policy is an indication of the City's intent to follow through on its proposed plans and is also supportive of A.B. 1301. Policy 600-19 (1972) calls for the fostering of balanced community development through the provision of adequate housing for all segments of the population.

The existence of these Federal, State, and City measures is certain to have substantial effects on Ocean Beach for years to come. These measures will not be replaced by the Precise Plan. Rather, they are supplemented by the criteria within the Plan itself to best achieve the implementation of the Plan's proposals.

PROBLEMS AND ISSUES

A diversity of life styles characterizes Ocean Beach. The community contains retired persons, military personnel, college students, street people, families with and without children, young singles, non-professionals, professionals, minorities, and transients. Some are recent arrivals and some are long-term residents. There is no such thing as a "typical" resident.

issues



The profuse availability of alternate life styles make Ocean Beach distinctive from other locales in San Diego and creates what many feel is a genuine sense of "community." Of great concern among many residents is the loss of this community character. It is believed that diversity should be maintained. There are factors, however, that make this objective somewhat difficult to achieve.

The first factor is that land values in Ocean Beach have increased dramatically. Many low income people, young and senior citizens alike, who now live in the community are being forced out. Since land values are greatly influenced by the interaction of supply and demand, and there is only a limited amount of ocean frontage available, it is assumed that land values will continue to escalate.

Due to high land costs, new construction in the R-4 zone west of Sunset Cliffs Blvd. tends to develop at a relatively high density. The cost of these new units is excessive for many of the area's residents. The small size of the newer units also tends to exclude families with children. In addition, where redevelopment is not feasible, rents are raised on older units to meet the rising cost of taxes and maintenance.

East of Sunset Cliffs Boulevard land values have also increased substantially, but little redevelopment has taken place. Under the existing R-2 zoning, only two units per lot may be built. Since many of the existing lots are already developed with two units or have been combined to achieve 3 or 4 units, the relative lack of income-producing potential has tended to stabilize the R-2 areas.

A major problem throughout all of Ocean Beach is the choice between renovation and removal. Many old structures are worthy of preservation and could not be economically duplicated today. These buildings add to the character of the community and should be properly maintained. The emphasis should be on maintenance and on arresting decay before it sets in.

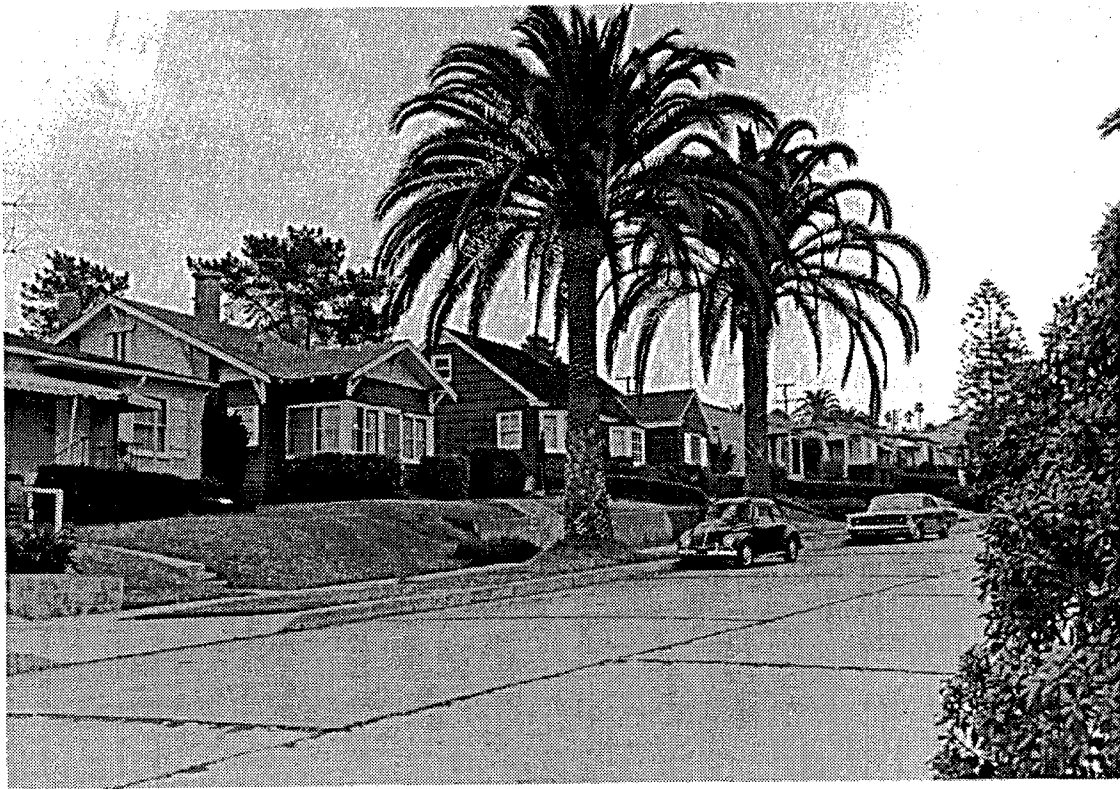
A second major factor contributing to the change in community character is that new construction is sometimes disruptive to the scale and architecture of the community due to (1) excessive height and bulk, (2) the lack of landscaping, and (3) visible parking in front of buildings. If better design is utilized, a slight increase in density would not change Ocean Beach to a substantial degree, provided that new construction did not occur on an extensive scale.

During certain periods of the day and week, the auto congestion along Sunset Cliffs Boulevard is considerable. One proposal that has been discussed to alleviate this problem is the establishment of a one way pair of streets to facilitate the north-south traffic movement. Some residents believe that such a solution would physically separate the community and increase the hazards to pedestrians.

There is also a strong desire among residents to achieve alternate means of transportation--particularly an improved bus system, the development of bicycle routes, and more efficient pedestrian movement. Recent citizen proposals have included a mini-bus system, planned bicycle paths, and street closings. The existing small scale shopping areas meet the needs of Ocean Beach residents and contribute to the community's character. Any proposal to create regional shopping facilities is certain to encounter opposition. There is a trend toward the renovation of old store fronts using natural wood and selling goods in a casual atmosphere. If done well, the use of imaginative popular art in decorating the exteriors of certain shops adds to the overall community character. Such innovations by local merchants should be encouraged.

The means of preserving Sunset Cliffs is a major concern. The cliffs are susceptible to erosion due to wave action, construction activity, human disturbance, water runoff and wind action. The replenishment of beach sand has been diminished by the Mission Bay jetty constructed in 1951, which deflected out to sea the sediment being carried by the southward moving long-shore current. Although the most serious erosional problems are associated with the lower strata of the cliffs, there has been considerable sea-cave collapse, raising the question of public safety. A recent proposal by the Army Corps of Engineers was made to seal the sea-cave openings and construct an artificial beach with borrowed sand. However, a majority of the community seems desirous of preserving the cliffs in their natural state.

Other community planning problems include the protection of scenic vistas with particular emphasis on the coastline; the use of existing recreation facilities by tourists; the lack of sufficient landscaping; and wildlife conservation in the San Diego River Channel.



Residential Land Use and Housing Element

Ocean Beach is composed of a wide variety of residential units including small beach cottages, single family homes, duplexes, garden apartments, bungalow courts and larger multi-family structures, including a number of condominiums. In recent years, the majority of newly constructed housing units have been in multiple family structures. In the late 1960's, the number of multi-family units began to outnumber the single family units.

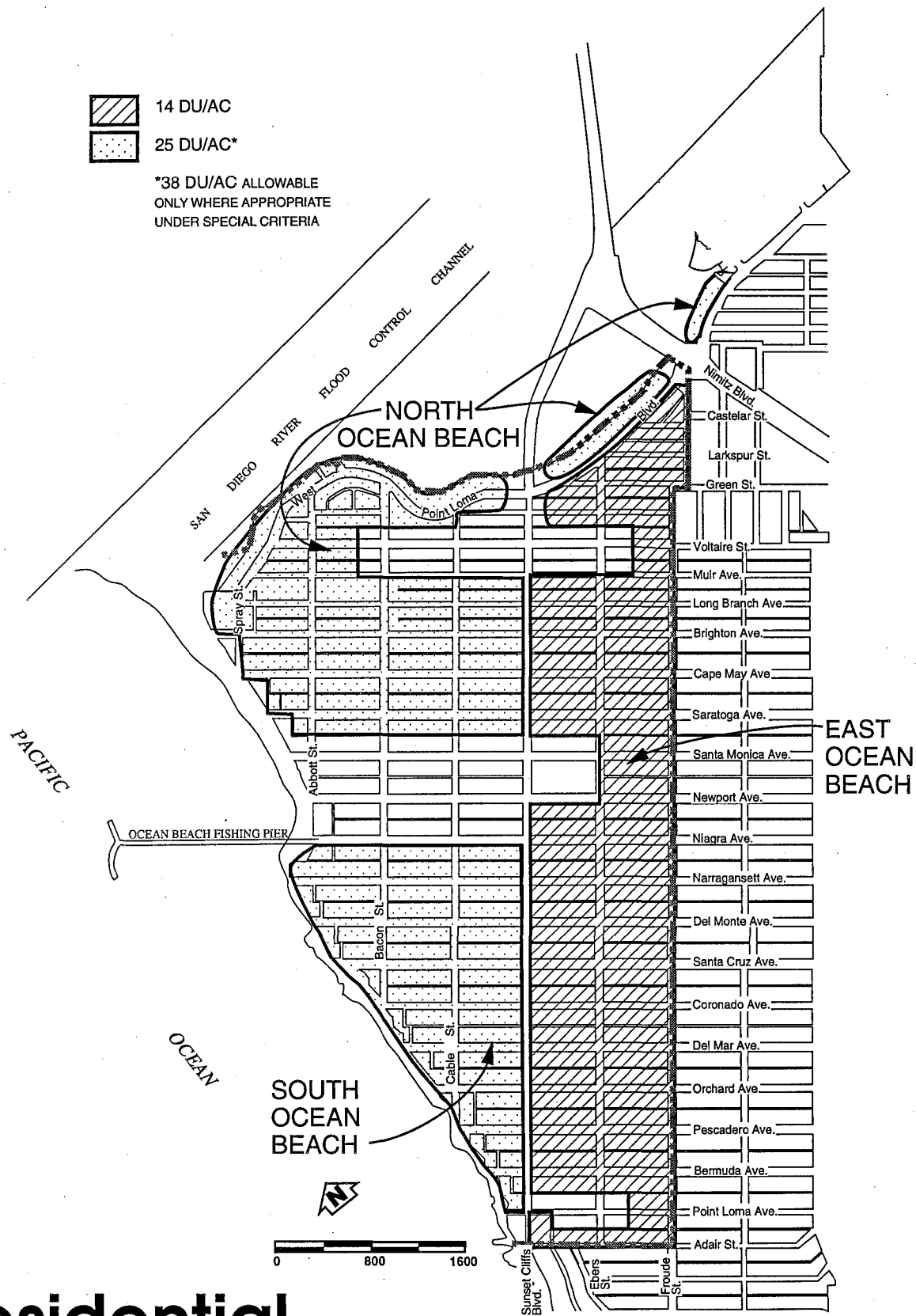
Existing lot sizes vary throughout the community. The two most typical sizes are 25' x 140' and 25' x 100'. In the majority of cases two lots have been combined to provide a 50' frontage. Several blocks in the northern area contain lots of various different sizes. Most lots have rear access to an alley.

Existing residential zoning is R-4 west of Sunset Cliffs Boulevard and R-1 and R-2 to the east. Recent projects in the R-4 zone have averaged 50 - 60 dwelling units per acre. Development controls render it extremely difficult to exceed this density figure even though existing zoning allows a much higher density.

With the exception of a few older units, there is very little residential development in poor condition. Those properties that are dilapidated are scattered throughout Ocean Beach with a somewhat higher percentage in the northern area.

Recent construction trends indicate that new development consists of luxury rental units and condominiums brought about by high land value, construction costs and market demands for property near the coast. The rate at which new construction is occurring, however, has slowed due to several external forces. The City of San Diego, for example, has imposed stricter parking requirements and development regulations in the last several years. Also, two environmentally oriented initiatives have been approved by the voters. One, the Coastal Zone Conservation Act of 1972, is intended to insure the conservation of resources and determine the suitability and extent of all development proposals within 1,000 yards of the coastline. The second is a 30' height limit, also established in 1972. Both of these measures, in their own way, tend to restrict residential development. The combination of all of these factors do not preclude development, but the unit cost does increase as more restrictions and amenities are required. This is the trade-off that results in attempting to improve the quality of development.

High housing prices are having a severe impact upon many people living in Ocean Beach. Many lower income people who live in the community are unable to meet the increasing costs. As taxes increase, these people are forced to find less expensive places to live. New units are usually



residential recommendations

way out of their price range and are relatively small, precluding families with children. The continuation of this latter trend could result in a continued decrease in the number of young children in the community.

Redevelopment in Ocean Beach, because of the lack of vacant land, necessarily involves the removal of existing housing units and their replacement with new ones. The old structures are the ones that provide the only lower cost housing in the community. Many of them are worthy of preservation but are removed in order to increase the economic return on a piece of property. Many of these buildings are being held for speculative purposes. When this becomes the case the owner usually neglects the maintenance, causing them to deteriorate. If such structures were adequately maintained, they could continue to provide housing for lower income people while aiding in the preservation of some of the character of Ocean Beach.

Goals

- o Maintain the existing residential character of Ocean Beach as exemplified by a mixture of small scale residential building types and styles.
- o Promote the continuation of an economically balanced housing market, providing for all age groups and family types.
- o Enhance the opportunity for racial and ethnic minorities to live in the community.

PHYSICAL DEVELOPMENT

GENERAL RECOMMENDATIONS

New residential construction in Ocean Beach should be at a scale that is compatible with the present small lot development pattern. This suggests the development of garden-type apartments absent from excessive height and bulk. While the height of recent construction has been somewhat in keeping with established character, the R-4 zone has permitted excessively bulky buildings that tend to overshadow their neighbors.

Because of special conditions existing in Ocean Beach, regular zoning falls short of providing necessary guidelines for future development. Density measures are not tailored to the lots sizes in Ocean Beach, for example. The city-wide parking requirement is also too low. Consequently, special development regulations should be created for use in this area. These special regulations could be either in the form of a Planned District or in the form of tailored zones. The Planned District concept is the best means of implementing the Plan and should be used in Ocean Beach. Should the City choose to revise city-wide regulations to meet the need of individual neighborhoods in the near future, it is possible that special development regulations for Ocean Beach could be included

in such a revision. Otherwise, the necessity exists for these regulations to be written immediately upon the adoption of the Precise Plan. The following general guidelines should be followed in the preparation of any new regulations for Ocean Beach.

Density

For purposes of examining density patterns Ocean Beach can be divided into three subareas; East OB (east of Sunset Cliffs Boulevard), North OB (north of the Newport Center), and South OB (south of Newport Center). East OB is currently developed to less than 15 dwelling units per acre, while North and South Ocean Beach approach 30 dwelling units per acre. East OB is an established area of single family homes and duplexes. Because of its stability, the density should remain basically unchanged. North and South OB are presently experiencing redevelopment because of the high density zoning that has existed there for so many years. Although development has slowed recently, these areas reflect the appearance of neighborhoods in transition from one development style to another. In order to maintain some of the flavor of the past, new development should be at a scale compatible with more established residences in these areas. This has not been the case with development over recent years which has tended to simply maximize the amount of structure allowable on a lot. Future regulations, especially density, must encourage development more compatible with the established community.

There are three basic densities that relate well to the typical lot sizes in North and South Ocean Beach. None of these, unfortunately, reflect existing density controls in the present zoning ordinance. These densities are 25, 38, and 54 dwelling units per acre. These densities are based on the allocation of one, two, and three units on a typical 25 x 100 square foot lot and two, three, and four units on a typical 25 x 140 square foot lot. These, then, are the basic building blocks for any density proposals for Ocean Beach. Any other figures depart from the building block theory.

In order to permit reasonable development, and to preclude overdevelopment, the 25 and 54 unit per acre figures are considered to be the extremes in establishing densities. While all three of these densities are workable, it is proposed that the maximum density allocated at this time to any portion of Ocean Beach should be 25 units per acre. The 38 units per acre could be applied under certain circumstances, such as on larger parcels of land located on major streets, and according to special criteria. This criteria should include, but would not be limited to, the provision of low and moderate income housing, processing by a PRD permit, open space requirements that would exceed those normally required, design that would mitigate problems of size, bulk and scale, and traffic flow constraints. A density of 54 units per acre is not recommended for use at this time because it could result in an extreme increase in the population and could also substantially alter the character of the community. Such a



change might not only diminish the desirability of Ocean Beach as a place to live but would result in a population increase beyond that which could be accommodated by the circulation system, a system that is currently taxed beyond its means. Because north and south OB are well defined enclaves, the overall density allocated to each should be consistent throughout. Breaking either into subareas for purposes of allocating density results in arbitrary decision making because there is no logical basis for such a division.

Building Bulk

In order to control the relationship of a building to its site, regulations beyond density are necessary. The size of yards, amount of coverage, and total floor area all contribute to the overall appearance of the structure on the lot. The area of front yards should consist of 10% of the parcel area while maintaining a minimum setback of 10' in all cases. Structures may be located as close as 10' to the front property line even where a greater setback is required provided that the average setback for the particular lot is maintained. To average this out, some of the structure would have to be setback behind the required setback line. Interior side yards should be at least 3', but should be at least 4' adjacent to a structure over 20' in height. Where lots are over 40' in width the side yard should be at least 4'. Side yards of 0' are acceptable provided the opposite side yard in these cases is doubled from the normal requirement if all affected property owners are in agreement. Rear yards should be minimum of 10' except where they are adjacent to alleys in which case they could be 3'. The only exception should be the ground floor where parking is involved. A turning radius of 21' is considered a minimum for automobiles. Consequently, first floor setback should always allow 21' from the property line at the opposite side of the alley. A maximum of 50% lot coverage, excluding open parking areas, is necessary in all cases to insure useable open space on a lot. In cases of larger lots, coverage could be reduced to insure greater open space on a lot in order to prevent excessive bulk.

Floor area ratio plays the most important role in regulating the bulk of a structure. This regulates the amount of gross floor area permitted based on the size of the lot. A floor area ratio (FAR) has been assigned to each of the three densities selected. In each case, the ratio is large enough to permit the development of reasonably sized units while maintaining enough control on bulk to insure that structures are not out of scale with existing Ocean Beach dwellings. For the 25 du/ac density a FAR of .7 is proposed. For 38 du/ac 1.0 is proposed, and for 54 du/ac a maximum of 1.3 is proposed. All of these limitations that have been suggested to regulate bulk should be viewed as suggestions only. Refinement upon the creation of special regulations for Ocean Beach may warrant minor adjustments. Also, consideration should be given to the provision of increases or decreases in floor area ratio as positive and negative incentives for development where specific goals can be realized through such a process.

Height

All development at the densities proposed in this Plan is possible in structures of three stories or less. While arbitrary height limits do not necessarily lead to the best developments, there is obviously overwhelming community-wide support for such a limitation based on the results of the 30' height limit initiative passed by the voters in November, 1972. Therefore, while there are instances where taller buildings could logically be developed in Ocean Beach (on larger parcels of land with reduced coverage and a large amount of open space, for example), it is not recommended that buildings taller than three stories be permitted outright. Such structures, like higher density projects, should be evaluated on a case by case basis and possibly be permitted if a determination can be made that no negative impact exists. Because such decisions may be subjective, detailed criteria for any such exceptions should be written as part of special development regulations.

The proposed height limit for a density of 25 du/ac is 24' and two stories, and for 38 and 54 du/ac - 35' and three stories. Under normal circumstances there would be no need to exceed this limitation in order to achieve maximum development on a lot. The extra footage (24' vs. 20' and 35' vs. 30') is suggested in order to allow flexibility in the development of roof lines. The use of 20' and 30' will result in a continuation of flat-roofed, monotonous structures. The limitation by number of stories prevents extra levels from being squeezed into the more generous height limitations. Any proposal in excess of 30', of course, is subject to the eventual disposition of the present area-wide 30' limit.

Parking

Because of the lack of adequate off-street parking requirements at present, and because of the high number of automobiles generated per unit in Ocean Beach, it is recommended that a requirement of two off-street spaces per unit be required for all new development. Parking should not be permitted in the required front yard. In order to ease the burden of requiring increased parking, it is proposed that tandem parking be permitted for all residential development provided that at least one space per unit is accessible to an alley, and further provided that tandem parking spaces be accessible only from the rear of the lot. This insures that conflicts with passing traffic do not occur as residents shift cars around. It further insures that automobiles will, for the most part, be confined to the rear of the property, out of sight from the front.

Landscaping

At least 20% of the total lot should be landscaped, including all of the required front yard, except that portion devoted to driveways. Walks and decks may be considered as landscaping. Generally, however, landscaping refers to planting material and natural ground cover.



SOCIAL AND ECONOMIC CONSIDERATIONS

GENERAL RECOMMENDATIONS

The Housing Element of the San Diego General Plan (A Decent Home for Every San Diegan) points out the serious housing deficiencies, both quantitative and qualitative which exist in a number of San Diego's older neighborhoods and communities. Among those problems are the lack of housing to serve the low income population, and the lack of housing needed to meet the special needs for such groups as students, military personnel, large families, and senior citizens.

City-wide there is a lack of diversity in the price range of types of housing available in certain communities. Further, an ever increasing portion of the existing housing stock is becoming qualitatively deficient because of age, lack of proper maintenance, and functional obsolescence. Those areas characterized by a high percentage of transiency and absentee ownership such as Ocean Beach also exhibit a significantly lower level of property maintenance, improvement, or redevelopment. Unfortunately, prevailing tax laws discourage rehabilitation, and encourage the retention of old, substandard structures. Owners are reluctant to rehabilitate because the improvement results in a tax increase.

Balanced Community

There are two basic needs in terms of housing that must be fulfilled in Ocean Beach. One is to continue the balance where it presently exists. The second is to promote a balance where it does not exist by redirecting development trends. The Housing Element of the General Plan (A Decent Home for Every San Diegan) suggests that every community in San Diego should be economically and ethnically balanced. Council Policy 600-19 requires that the Council do whatever is reasonably and practically possible in all of San Diego's developed Communities to effect the development of economic and racial balance.

The high value of land in Ocean Beach makes the task of maintaining an economic balance, and creating a balance in ways that it does not now exist, a difficult one. If such a task is not accomplished, however, the result will be the continued development of luxury apartments and condominiums, many of which will be consuming lower cost housing in their paths.

In order to provide for a balance of life styles, the basic need is to provide housing in Ocean Beach for low and moderate income families, and for families with small children. There is a need to continue to insure the availability of housing for students, as well as luxury units for those who can afford them. Provision should also be made for the many senior citizens who have lived in Ocean Beach for years who are now fighting ever increasing taxes and dwindling real incomes.

The most reasonable means of providing for these needs is through the rehabilitation of existing housing units. Many units which are structurally sound could be saved from eventual demolition given some basic code improvements. Remodeling efforts in many cases could be used to expand the size of small units in order to make them attractive to larger families. Both public and private efforts will be necessary in order to encourage rehabilitation. While subsidies may presently be unrealistic, there are other techniques ranging from educational efforts to the actual provision of incentives for certain endeavors. The creation of a community association for the purpose of encouraging rehabilitation of deteriorating structures is an example of a private effort that could be initiated.

The preceding arguments have dealt with the problem of economic balance. There is also a condition of racial and ethnic imbalance in Ocean Beach at present. Less than one percent of the residents of the community are black. About five percent reflect a Mexican-American heritage. Both of these percentages are far below City-wide averages. This imbalance is probably a product of the economic imbalance discussed earlier. Whatever the reason might be, however, the future should include more use of affirmative marketing programs (whereby positive action is taken to insure that minorities have a full opportunity to live in a community). This concept is suggested by Council Policy 600-19, in order to insure the opportunity for a reasonable balance of the population in terms of racial and ethnic background.

Taxation

The process of land development inevitably involves taxing and assessment practices, which have a substantial impact on development patterns. Efforts to encourage rehabilitation, for example, could be stimulated by providing incentives through the use of tax breaks for certain rehabilitation efforts. The re-evaluation of all taxation and assessment practices is another necessary step that must be taken in order to clarify the underlying reasons why redevelopment practices assume the form that they do. This could be a monumental undertaking. All practices of the tax assessor are fixed by state law. Generally speaking, assessment practices must be carried out equally for all parts of the County.

The free interplay of the real estate market in Ocean Beach has a tremendous impact upon the nature of development. Private land use decisions are seldom based upon community goals but rather upon maximizing the individual's return on a given piece of property. The result of this kind of motivation takes the form of either intense development or pure speculation. In speculating, property is held with the hope that increases in value will result in a considerable profit on the original investment when it is eventually sold. If the property contains minor improvements, they may be left to deteriorate because the eventual redevelopment of the property would involve their removal anyway. The value of property is in the land, not the improvements. Any minor improvement to the

property, then, would not be recovered financially when the property exchanged hands. In Ocean Beach, this results in a large number of inexpensive residential dwelling units that will continue in use until the cost of owning the property (taxes, maintenance, mortgage) becomes greater than the income, at which time it will either be renovated or redeveloped in order to increase the economic return. There is some question as to whether taxation and assessments should be permitted, in all cases, to continue to rise in line with market activity. These practices are about the only control available upon the free market. An undesirable result of increasing taxes and assessment is that property serving a need in its present use is sometimes forced into development or redevelopment. An example of this might be the need for lower cost housing in the case of developed property. These needs are usually not realized because these types of uses provide an insufficient return on the land. In other cases, an owner desiring to keep property simply to live on may be forced to sell because of rising taxes. Because of these types of situations, it is necessary to study the feasibility of using taxes and assessments to influence land use decisions in line with adopted community goals.

Ocean Beach is affected continuously by the types of economic pressures described above. Decisions on the nature and timing of development activity are predicated on market conditions. Rarely can a decision be made based simply upon whatever is "best" for the community. It is possible, however, to use the process of taxation to change development patterns, at least to a minor extent. This possibility needs to be investigated fully.

Summary of Plan Recommendation

- o That new residential construction be in the form of garden-type units, absent from excessive height and bulk and compatible in design with the existing community.
- o That special development regulations, in the form of a Planned District, be created to replace existing zoning.
- o That the density of East Ocean Beach remain at less than 15 dwelling units per acre.
- o That special development regulations include density criteria based on 1 unit for every 1,750, 1,150, and 800 square feet of lot area (25, 38, and 54 dwelling units/acre, respectively).
- o That the highest density established on an area-wide basis be 25 dwelling units per acre.
- o That special criteria be established to limit the allocation of any 38 dwelling unit per acre density to appropriate locations.

- o That yards and coverage be adequate to insure provision of light and air to surrounding properties, and that those requirements be more stringent where necessary for buildings over two stories in height and for lots greater than 40' in width.
- o That floor area ratios of about .7 for a 25 du/ac density, 1.0 for a 38 du/ac density, and 1.3 for a 54 du/ac density be developed, and that consideration be given to increasing or decreasing them for purposes of providing positive or negative incentives for development, based upon detailed criteria.
- o That a basic height limit of 2 stories and 24' be established for the 25 du/ac densities and 3 stories and 35' for the 38 and 54 du/ac densities, subject to exception under certain conditions based on detailed criteria.
- o That two off-street parking spaces be provided for every residential unit and that tandem parking be permitted provided that access is from the rear of the lot and provided that at least one space per unit opens on to an alley.
- o That at least 20% of lots be landscaped, including all of the required front yard.
- o That lower income housing be encouraged to be maintained in Ocean Beach, especially through the minor rehabilitation of existing sub-standard units.
- o That an affirmative action program be established in order to inform persons of the choices of existing housing and to insure that builders and developers of housing are aware of all available housing programs.
- o That current assessment practices be evaluated in order to determine their impact upon the community with respect to goals of the Precise Plan.
- o That taxation programs be evaluated for purposes of providing tax relief and encouraging development compatible with the goals of the Precise Plan.



Commercial Element

There are three major focal points of commercial activity within the Ocean Beach community. The primary center is located along Newport Avenue from Sunset Cliffs Boulevard westward to the beach. This area is the community's major commercial center. One neighborhood-type center is located along Voltaire Street from Bacon to Ebers. Another activity area exists at Point Loma Avenue and Ebers Streets. Each will be discussed separately in terms of existing conditions, then in terms of proposals.

Newport Center

The Newport Shopping Center functions as the commercial core of the Ocean Beach community. The Center provides convenience goods, financial and personal services, automotive service, variety store items, hardware, apparel, food, and a number of specialty items. Somewhat over 30 acres are presently "C" zoned with about 20 acres used commercially. The remainder is used for residential or office purposes. The "C" zoning of the area was applied in the 1930's and had no requirements for off-street parking, landscaping, setbacks or other development criteria. This amount of commercial zoning is more extensive than the present or projected population of the service area warrants. General Plan standards for a community center are .9 acres per 1,000 persons which includes sufficient area for off-street parking. The service area is estimated at approximately 20,000 to 25,000 persons which translates into a total need of about 18-22 acres with approximately 1,000 well located off-street parking spaces. The present 900 spaces available are mostly private in nature and are insufficient in location and accessibility.

Environmental inadequacies concerning the Newport Center include unattractive signs and building facades; lack of maintenance, especially in the alleyways; and a large incidence of pedestrian-vehicular conflicts. This last problem causes a serious safety problem.

Voltaire District

The Voltaire Street commercial strip is a mixture of retail outlets interspersed with residential uses. "C" zoning also loops north on Abbott Street to West Point Loma Avenue and eastward to Bacon Street. This western loop is developed mainly with residential units. A total of 35 acres are "C" zoned with approximately 10 acres in commercial use. The remainder is in residential use with only one parcel vacant. The main concentration of commercial activity is between Bacon and Ebers Streets.

A wide range of goods and services is offered including furniture, food markets, automobile services, liquor, bars, drive-in restaurants, and professional services. The community fire station is located at the intersection of Voltaire and Eber Streets.

Most of the commercial outlets have been developed with the minimum constraints of the "C" zone. Few off-street parking spaces exist and the area is practically devoid of landscaping except for street trees. Certain of the newer "sidewalk" styled establishments have, however, provided a pleasing pedestrian-oriented atmosphere. Generally the "strip" lacks any environmentally enhancing aspects and presents an image of sign clutter, sidewalk congestion, and some lack of maintenance. The alleys both to the north and south are especially cluttered and in need of up-grading.

Point Loma-Ebers District

A small neighborhood center on Point Loma Avenue at Ebers Street provides a limited variety of convenience goods and services for nearby residents. Approximately 7 acres are zoned commercial but only about 1.7 acres are commercially used. The remaining C zoned land is used residentially with the exception of a church and a small amount of off-street parking.

According to General Plan standards, neighborhood centers should provide for daily needs and serve between 5,000 and 10,000 persons. Site area is generally recommended to be 4 to 8 acres with a ratio of 3 square feet of parking to each square foot of retail area.

The Point Loma Center has very limited off-street parking facilities. There is little cohesiveness physically tying the outlets together. Store facades and signs are random and some lack of maintenance is evident. Landscaping is minimal. A proliferation of signs including many different styles and types exists.

Goals

- o The accommodation of retail commercial, as well as residential and office facilities to serve the entire community, as well as to provide some employment for residents of the community.
- o The development of criteria and standards for all commercial districts in order to facilitate an image of continuity in each.
- o The upgrading of those existing commercial facilities characterized by physical deterioration and lack of maintenance.
- o The regulation of the scale and bulk of new development to reflect the smaller scale and pedestrian orientation of existing commercial development.

GENERAL RECOMMENDATIONS

Newport Center

In older established communities such as Ocean Beach the commercial area serves as more than a place to do business. The Newport Center has served as a convenience center, as a focal point of community activity, and as an image of the Ocean Beach community and should be maintained as such. The Center should have a full range of consumer goods and services as well as residential and entertainment activities. Residential density and development criteria should be similar to that proposed for residential areas except that residential uses developed in the same structure as commercial should be permitted less restrictive yard regulations. The actual configuration intended is ground floor commercial with residential above.

A shopping area is most effective and functional as it becomes well developed and compact thereby limiting the distance between commercial establishments. The shopper relies more on walking than on the use of the car. When businesses are compactly arranged there is more time devoted to shopping and less to finding a parking place. The emphasis of the Newport Center, therefore, should be within the six blocks between Sunset Cliffs Boulevard, Santa Monica Avenue, Niagara Street, and the ocean.

Projections of future retail space requirements indicate that sufficient commercially zoned property already exists within this Center. As with residential, the use of special development regulations is the most appropriate vehicle for achieving necessary changes in the Newport Center. Additional commercial zonings, therefore, should not be granted.

From an environmental standpoint, the physical appearance of the Newport Center should be upgraded. Conformance to all legislation regulating signs should be encouraged at an early date. Private upgrading of commercial structures should be encouraged where necessary. In most cases minor renovation is all that is required. All overhead utilities should be undergrounded at an early date through whatever means necessary. Street furniture should be introduced in order to upgrade the public portions of the Center.

Following the establishment of parking reservoirs, should this eventually occur, Newport Avenue could be closed to traffic entirely. A pedestrian mall including resurfacing, landscaping and the expanded use of street furniture could be developed through use of the assessment district procedure. The creation of such a district is the responsibility of the owners of the property affected.

In order to adequately guide the further development of the Newport Center specific criteria are suggested for use in the creation of future development regulations. These criteria, intended to be compatible with existing development, are detailed under separate heading following the general recommendations for all commercial areas.

Voltaire District

The Voltaire Street corridor may well be the commercial area in most need of improvement. It is a major access point to the community and gives resident and visitor alike an "image" of the character of the community. In terms of land use, convenience outlets and personal services should be emphasized within this neighborhood center.

The district should serve primarily as a neighborhood center with some visitor-oriented services as well as residential uses. The proposed district will be approximately 10 acres in size, an area about equal to the existing amount of land in commercial use. The limitation of boundaries promotes an increased intensity of use within the most viable area of this commercial area. Specific development criteria for this district, as with the others, is included in a separate section.

Potential exists to up-grade the environment through sign control, landscaping, renovation and increased maintenance. One particularly important visual improvement would be the undergrounding of utilities. The tall palms lining the street provide a visual corridor that is marred by overhead utility poles and lines. The limitation of commercial activity to a reduced area, specifically between Bacon and Ebers, will promote a compactness which will enhance pedestrian emphasis. Coupled with sign control and building improvements, a significant improvement in the district is possible.

Point Loma - Ebers District

The primary need for the Point Loma - Ebers Street neighborhood center is site containment and environmental improvement. The standards for a neighborhood center have already been discussed. The application of signing, landscaping, and some parking requirements will result in the gradual improvement of the area by at least controlling future developments.

Future land uses should be of a neighborhood commercial type, just as proposed for the Voltaire Street district. Some mixed uses, specifically offices and residential, are acceptable in this area provided they conform to the general design criteria for the area.

Development Criteria

Any residential development should conform to the density requirements proposed for adjacent residential areas as suggested in the residential element. The floor area ratio should be about 2.0 for commercial development. The height limit should be 35' with a three story limitation in order to allow for a variety in roof lines. Restrictions on lot coverage should be oriented toward the provision of adequate landscaping and off-street parking for any development. Landscaping should be used for screening where necessary and as an accent to structures. Buildings should be located on the front part of the lot in order to preserve the

continuity of the street for pedestrians. For purposes of appearance, facades of new development should extend in a single plane no more than 50% of the lot width or 50 feet, whichever is less. Some break in the plane offers architectural variety and permits some area for landscaping purposes.

The parking requirement should be a minimum of one off-street space for each 500 square feet of building area. Recognizing that such a requirement is not realistic for on site parking, every attempt should be made to provide as much parking as is feasible. Considerations should be given to requiring a fee in lieu of the remainder. Such a fee could be used to create a fund to be used in the creation of parking reservoirs in the future. If such parking can be created through a parking district or some form of joint agreement it would not, then, need to be located, necessarily, on the site itself.

In no cases should parking be established at the front of the lot adjacent to pedestrian rights-of-way. Drive-in establishments should be designed so as to minimize the impact of automobiles upon pedestrians and upon the overall movement of traffic. If developed, they should be regulated by a conditional use type permit.

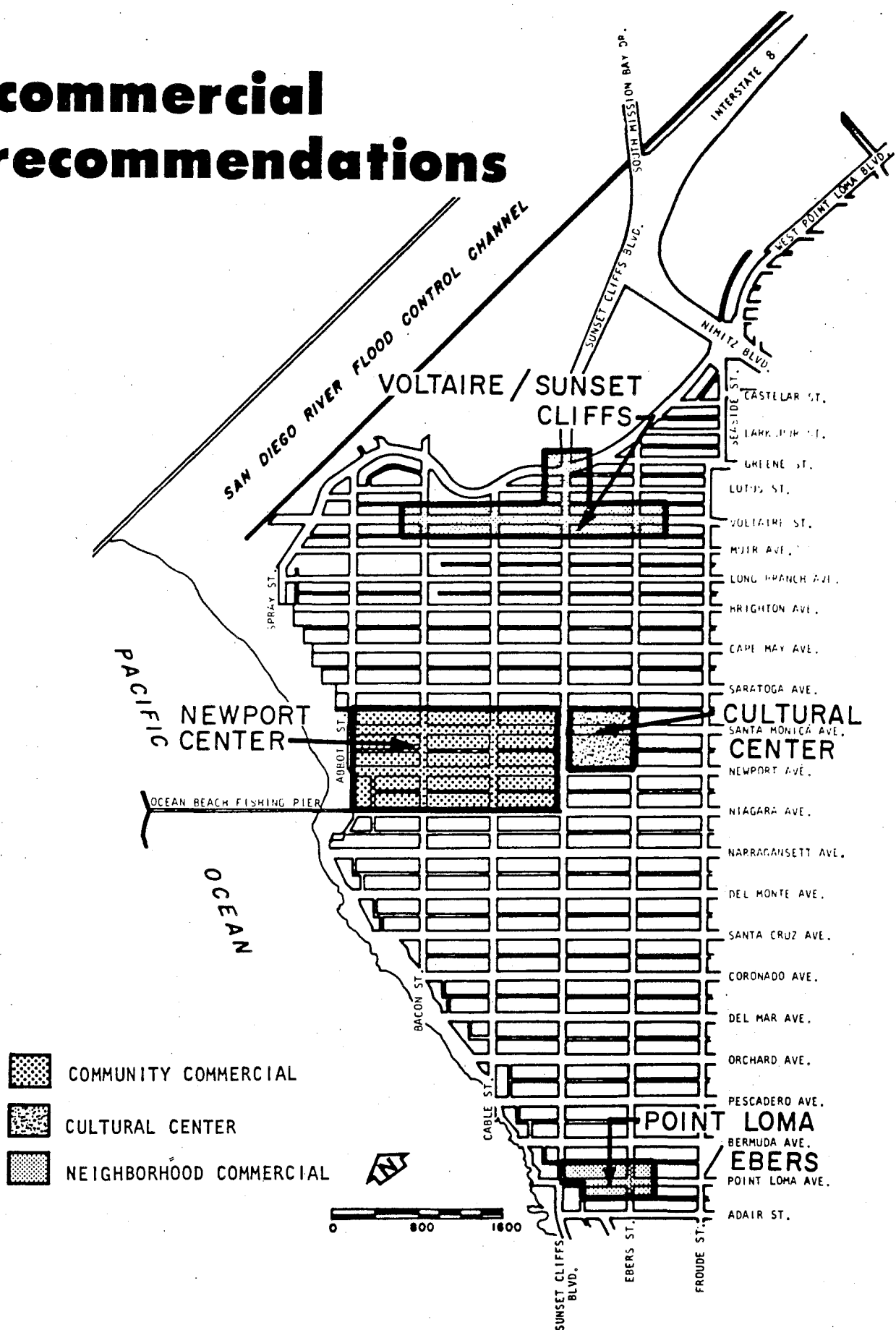
Finally the maximum ground floor coverage by any single structure should be 7,500 sq. ft. for the Newport Center and 5,000 sq. ft. for the two neighborhood centers unless the design of the facility is such that it maintains the small scale character of the existing district.

Summary of Plan Recommendation

- o That the three commercial districts be contained in area in order to foster compactness and facilitate pedestrian orientation.
- o That the Newport Center be maintained as the major Ocean Beach activity center.
- o That the two smaller districts serve as neighborhood centers for the northern and southern portions of Ocean Beach.
- o That office and residential uses be encouraged, in addition to retail commercial, in the three districts, especially as mixed uses in the same structure.
- o That taller buildings with less lot coverage be encouraged in order to allow more area on the lot for parking and landscaping.
- o That the physical appearance of the three commercial areas be upgraded.

- o That consideration might be given to the possible closing of Newport Avenue in order to develop a pedestrian mall at such a time as the owners of the property affected desire to initiate the action.
- o That specific development criteria be established to replace existing zoning regulations. Such criteria should include but not be limited to the following:
 - a floor area ratio of about 2.0
 - a maximum height limit of 35' with a three story limitation
 - maximum ground coverage by any single structure of 7,500 square feet in Newport Center and 5,000 square feet in the Voltaire and Point Loma - Ebers districts
 - a limitation of facades to no more than 50% of the lot width or 50', whichever is less
 - compliance by all signs with City-wide on-premise sign regulations
 - at least one off-street parking space for every 500 square feet of floor area or a fee in lieu of the provision of such parking where not feasible, such parking to be either on the site or part of a parking reservoir in the immediate vicinity of the use it serves
 - location of parking and access at the rear of the property whenever feasible
 - regulation of drive-in establishments via a conditional use permit type process in order to minimize the impact of vehicles upon pedestrians and upon the overall movement of traffic
 - landscaping to affectively screen parking from adjacent pedestrian activity and other non-compatible land uses, and in pockets to accent buildings adjacent to pedestrian activity.

commercial recommendations





Public Facilities Element

A "community" is much more than a mere agglomeration of people in a given area. A true community exists only when certain basic needs are met. Beyond these basic needs, the degree of quality of life to be found in an area may in large part be measured by the variety and quality of additional services offered. A community's spirit may be assessed in part through the scope of its public facilities.

Some services are properly the responsibility of the larger urban community, provided through the general programs of the municipal government. Others, designed to meet the unique requirements of each unique community are properly the responsibility of each locality to provide for itself, through churches, citizens organizations and other such local non-profit groups. This element will briefly access the existing situation for public facilities in Ocean Beach, and will make recommendations for the maintenance and enhancement of these services in the beach community.

PARKS AND RECREATION

Ocean Beach is a leisure and recreational area serving the needs of local residents, the population of the San Diego region, and those visiting from outside the San Diego area. Ocean Beach Park and Robb Field are both maintained by the City Park and Recreation Department. They fill active recreational needs in the form of swimming, running, fishing, surfing, volleyball, baseball, football, soccer, handball, and tennis. Robb Field is officially part of Mission Bay Park. Another facility maintained by the Park and Recreation Department in Ocean Beach is the Recreation Center, located on Santa Monica Avenue across from Ocean Beach Elementary School. This Center offers not only organized and informal indoor athletics such as basketball and volleyball, but also preschool, ceramics and day classes, senior citizen activities, and a meeting room for local groups and clubs. All these facilities, much used and appreciated, are nonetheless inadequate in certain areas for Ocean Beach and the surrounding communities.

While the community of Ocean Beach is basically a private residential area, the public beach, Ocean Beach Park, is a regional resource which must be kept available to the use of the general public. Ocean Beach's beach is becoming one of the most popular public beaches in the San Diego area. From 1968 to 1973 the annual attendance rose from 905,000 to 1,922,000. This influx has boosted the customer market of stores along Newport and Voltaire, but also has created a greater traffic and parking problem in the community. Within a few blocks of the beach, street parking used formerly by residents is now under competitive use by both residents and beach-goers.

In addition to maintaining public access to the beach, another need is to confront beach erosion between the south jetty and the pier. The sand beach has receded by as much as 20 feet or more per year in recent years, following a dredging build-up in 1956. Continuing erosion would mean the loss of a valuable regional recreation resource. Besides beach erosion between the south jetty and the pier, erosion of the cliffs along the shore is also a problem. These bluffs between the pier and Adair Street in the precise plan area are part of a unique and beautiful coastal environment, which also includes the tidepool adjacent to the pier and various "street-end beaches." Along the bluff face, lower rock strata are generally more stable than the upper levels, which are primarily sandy soil. The cliffs are eroding by an average of 6" per year in some areas. The cliffs are eroding very slowly in some areas and faster in others. Most erosion is in the form of the loss of large pieces of sandstone over time. This process makes establishing an average somewhat difficult. Altogether, these dramatic bluffs leading directly into the surf, the delicate areas of tidal zone life, and the intimate street-end beaches are important aesthetic and environmental amenities for the community.

Besides preservation, beach cleaning must be included in any consideration of future beach needs. Despite tidal action and the personal responsibility of every beachgoer, it is recognized that occasional grooming is necessary. Beach cleaning is a service provided by the Street Division of the City Department of Public Works. Their operations consist of daily inspection and hand removal of beer cans, paper and other refuse during the summer season; kelp removal in areas where accumulation is a problem and tidal action is not sufficient; and sand screening to a depth of 4".

One very important feature of active recreation in Ocean Beach is the Lifeguard Service provided by the Aquatics Division of the Department of Park and Recreation. Lifeguard services include rescue and first aid during swimming and other beach emergencies and the maintenance of order at public beaches - such as making sure that exclusively swimming and exclusively surfing areas are observed as such. Lifeguard facilities in Ocean Beach presently consist of a permanent station at the foot of Santa Monica Avenue, two mobile units and a small portable secondary station. The Santa Monica headquarters is in many ways outdated and inadequate. In addition, a shift of beachgoers further north along the beach and away from the main station has made efficient and effectual lifeguarding more difficult in recent years.

While recreation in Ocean Beach certainly is dominated by the beach and shoreline, there are other facilities in the community which have a local, as well as a larger area, significance. The Ocean Beach Athletic Area, popularly known as Robb Field, is strictly a sports and active recreational facility in a park setting designed to serve the larger Point Loma community. The physical facilities consisting of multi-sports fields, tennis courts, handball courts, etc. are augmented by regular recreational programs for children and adults. These facilities are

widely used by Ocean Beach residents, for both organized sports such as little league and ad hoc fun such as Sunday softball parties. In the 1975 capital improvement budget are programs to construct new sidewalks, light four existing tennis courts, and provide for six new lighted tennis courts, three handball courts and miscellaneous improvements.

The Ocean Beach Recreation Center, at 4725 Santa Monica Avenue also offers recreational programs, housed in a building including a gym, one small recreation room, a meeting room and an adjoining kitchen. These facilities are now used to capacity. Especially the meeting area is inadequate to serve all of the needs of local clubs and groups. Budgeted in the Capital Improvements Program is a 1,800 square foot addition to the recreation center, as yet undesignated.

The Ocean Beach community and the Point Loma area generally are lacking in passive park facilities. By City standards, every local population of 3,500 to 5,000 people should have a neighborhood park within a 1/2 mile walking distance. A neighborhood park should contain 10 acres, or five when directly adjacent to an elementary school. To help approach this goal for Ocean Beach and its surrounding communities, the Collier East and Collier West parcels just east of the Ocean Beach Precise Plan area have been designated by the City as future park sites. These areas are not yet dedicated, and improvements are not currently included in the six year Capital Improvement Program.

The Sunset-Nimitz triangle is under tideland jurisdiction and, consequently, limited to park-like uses although it is not actually designated for such use by the City.

In addition, there is a key parcel of vacant City-owned land located south of Interstate 8, east of Nimitz Boulevard, and north of West Point Loma Boulevard. The parcel (Pueblo Lot 212) comprises approximately 53 acres of R-4 zoned land, of which approximately 12 acres lie within the State of California Tidelands land grant of 1945, and can be used only for specified restricted park and recreation purposes. There is, further, a legal question regarding whether or not the use of the entire parcel must be restricted to park and recreation purposes.

The Progress Guide and General Plan also contains numerous references having bearing on this specific issue. First, a major goal of the Park and Recreation Element is that recreation areas should contribute to the identity of residential communities through utilization as land use and community buffers, and for utilization for community directed activities. The General Plan also designates this property as part of resource-based park lands where natural landscape may be supplemented with a variety of recreational facilities including such items as tennis courts, outdoor theatres and playfields. The extent to which such resource-based parks should be left in a natural state, or should be developed, depends largely upon the unique characteristics of the size, topography and locale of the particular site. The General Plan calls for continuing

studies of park/recreation standards to insure their maximum effectiveness in serving the varied interests and needs of population to be served. With respect to preservation of park lands, the General Plan indicates that where overriding public purposes require the diversion of park land, compensation for this loss must be made by providing equal or better areas both in size and value in a nearby location or locations. Should any consideration be given to lease of park lands, caution should be exercised to insure that the purposes for which leases are used are compatible with the primary recreational aims of the area, and that leases extend for no longer periods than necessary to amortize the investment of the lease.

In addition to the General Plan, The Plan For The Preservation of Natural Parks for San Diego, adopted by City Council in 1973, identifies this subject property as a resource-based park which should be retained in public ownership.

Open space in that plan (referring to this site) is defined as any urban land or water surface that is essentially open or natural in character, and which has appreciable utility for park and recreation purposes, conservation of land, water or other natural resources, or historic or scenic purposes.

Goals

- o Retain and expand the safe availability of Ocean Beach Park to the public while retaining and enhancing the residential character of streets and homes in Ocean Beach.
- o Preserve the natural features and beauty of the coastline adjacent to Ocean Beach.
- o Develop additional active and passive recreational facilities in and adjacent to the Ocean Beach community.

GENERAL RECOMMENDATIONS

Due in large part to the shoreline and ocean, Ocean Beach is both a nice place to visit and live. While the goals are to optimize public accessibility to the beach and maintain the "neighborhood" atmosphere of the residential community, these two ends often come into conflict - for example in the increasingly congested traffic and parking situation. To help facilitate this particular problem, the requirement of two parking spaces per unit for all new developments in the residential element of this plan, is proposed to provide more private parking for residents. A more specific and immediate solution, however, is that of a parking reservoir and mini-bus or tram system, as discussed in the circulation element of this plan. This proposal could increase public accessibility

to the beach and increase the customer market of Ocean Beach businesses, while taking the pressure off of the now over-taxed traffic and parking capacity of the community. The parking reservoir concept is proposed in lieu of the expansion of parking directly on the beach, which would remove desired beach area while creating visual blight adjacent to the coast. Such a reservoir must be developed in conjunction with some form of mini-bus service to the beach in order for it to be effectively used.

There must, of course, be a beach for people to visit in the first place. Continued sand erosion would be a significant threat to public enjoyment of the beach as well as community aesthetics. For this reason, a sand replenishment operation should be considered.

Such an operation, however, should only involve the beach area between the pier and the middle jetty marking the Mission Bay Channel. Every effort must be made to maintain the existing shoreline, including the trails, between the pier and Adair Street in as natural a state as possible, if the visual quality of Ocean Beach is to be maintained.

The right of public access to the coastal tidelands is recognized by the California Constitution, and has been further expanded in scope by various statutes and California Supreme Court decisions. Despite historical public use, constitutional justification, and legal precedent, considerable public access, both physical and visual to the shoreline of California has been lost through construction of single-family residences, apartment complexes, freeways, parking lots, industrial developments, and commercial establishments.

Certain controls should be placed on such developments to ensure that the public recreational use of the coastline is maximized and that public access to the coastline is guaranteed. This can be achieved in several ways; development should not be permitted to interfere with the traditional public use of the coastline and should not be permitted to obliterate the public's view of the ocean.

Further, (1) public access from the nearest public thoroughfare to the coastline should be provided in new developments (by the dedication of an access easement or fee title to an access way to a public agency or by the recording of a deed restriction guaranteeing access across the property), or (2) where additional public access is inappropriate (e.g. where adequate access exists nearby, where topography makes access dangerous, where the proposed development or division of land is too small to include an access way, or where the coastal resources are too fragile to accommodate general public use), the developer should pay an "in lieu" fee equal to the cost of obtaining reasonable access at fair market value across the property, to a fund for the acquisition of public access elsewhere.

A regional beach access and use management program should be instituted to regulate beach access and use through the number and location of

public improvements such as access points, stairways, and parking areas. Any proposals to develop adjacent to areas where erosion threats exist should be discouraged. As a move to protect the fragile bluffs a process of acquisition of areas should be considered. Ocean Beach Park could be expanded to include such areas within its boundaries. Any access in the vicinity of the coastal bluffs should be limited to safe, natural trailsand only in stable geologic areas. Existing trails should be evaluated in terms of safety, and improvements should be made as necessary. Any improvements should respect the integrity of these natural bluffs.

While the actual area of the San Diego River flood channel is outside of the planning area it does have a close relationship to the Ocean Beach community. It affords active recreation (along the top of the jetty and in the channel itself) and passive recreation to strollers and joggers. In recognition that the sand bar is being used by the public for recreational purposes and ecological study, the City Council adopted, in March, 1971, Resolution No. 202097. This resolution establishes the sand bar across the mouth of the river at a set size. In addition, the remainder of the channel behind the sand bar should be preserved as a natural wildlife sanctuary and protected from abuse by active recreational users.

Concerning general beach maintenance, the present two programs of seasonal daily inspection with hand refuse collection, and kelp removal, are adequate during the summer months, but these programs need to be expanded during the winter. The Department of Public Works, Street Division, however, has only one sand screener to service all City beaches. In order to protect beach-goers from lacerations due to debris such as beverage can pop-tops; to insure public health in areas like the dog run; and to maintain aesthetic beauty on the public beach, the Street Division should receive adequate funding and staffing to maintain a regular program of sand screening.

The Lifeguard Service in Ocean Beach is, of course, one of the most important public services in the community. As beachgoing attendance continues to increase, lifeguard services provided by the Aquatic Division of the Parks and Recreation Department must be maintained at a level adequate to insure public safety. Also, due to the age and location of present lifeguard facilities on the beach, consideration and recommendations such as those outlined in the October 1973 report by Lifeguard Lt. Albert Bretton, Jr., titled Restructuring of Ocean Beach Lifeguard Facilities, should be given close study by the Parks and Recreation Department. Any necessary improvements should be implemented as soon as is economically feasible, in order to insure safety to the growing beach crowds.

As a definite recreational asset to both residents and visitors to Ocean Beach, the Ocean Beach Pier and its facilities should be maintained and preserved. Means to stimulate and improve fishing activity should be investigated.

Concerning recreational facilities in the community other than beach and shoreline areas, the Ocean Beach Athletic Area should continue to be maintained as a multi-use recreational complex, and be expanded as needed. Existing facilities and programs at the Ocean Beach Recreation Center should likewise be maintained. Concerning the proposed addition to the Center, the total addition should have its own entrance and exit apart from the existing building. Its location and design should minimize the loss of the existing outside lawn and play area, and maximize accessibility to senior citizens and the handicapped.

Regarding passive recreation and open space, every attempt should be made to insure that both Collier Park sites are dedicated for park purposes and developed as soon as it is economically feasible. One of these sites known as Collier Park West, is a passive recreational facility with shade trees, picnic tables, etc. The other, Collier Community Park, is to be a park and recreation facility which would include multi-sports fields, multi-purpose courts, recreation building, tot lots, and possibly tennis courts, handball courts, and a senior citizens complex.

Improvements should be made on the Sunset-Nimitz triangle in conjunction with a parking reservoir for beach users. Any park improvements should consist of passive recreational facilities and a limited amount of recreational activities. The entire parcel should be designed similar to the improvements in the Bonita Cove area of Mission Beach. The parking reservoir should be sited and screened with landscaping to enhance its appearance to every extent possible. To provide for better and safer pedestrian access, pedestrian over-crossings or undercrossings should be considered at West Point Loma Boulevard and at Sunset Cliffs Boulevard between the facility and the Sunset-Nimitz triangle.

Concerning the 53 acre parcel of land adjacent to the San Diego River Flood Control Channel, the recommendations of both the Progress Guide and General Plan and the Plan for the Preservation of Natural Parks for San Diego allow for types of development on this property consistent with the Ocean Beach Precise Plan goal of strengthening community cohesiveness and fostering the sense of community identity. Such uses might be: community gardens, a community theater, educational institutions, traditional park and recreation development, or perhaps a mixture of these. In the event these objectives are difficult to achieve perhaps another possibility is to further the Plan goal of promoting an economically and ethnically balanced housing market by leasing the property for residential development and insuring that a portion of it provide housing for low- and moderate-income families and senior citizens. In any event, this land should be retained in public ownership. To best assure achievement of the Plan goals, it appears reasonable that this property also should be rezoned to a low density residential or agricultural use similar to the approach recommended for regulation of private lands proposed as part of the open space system.

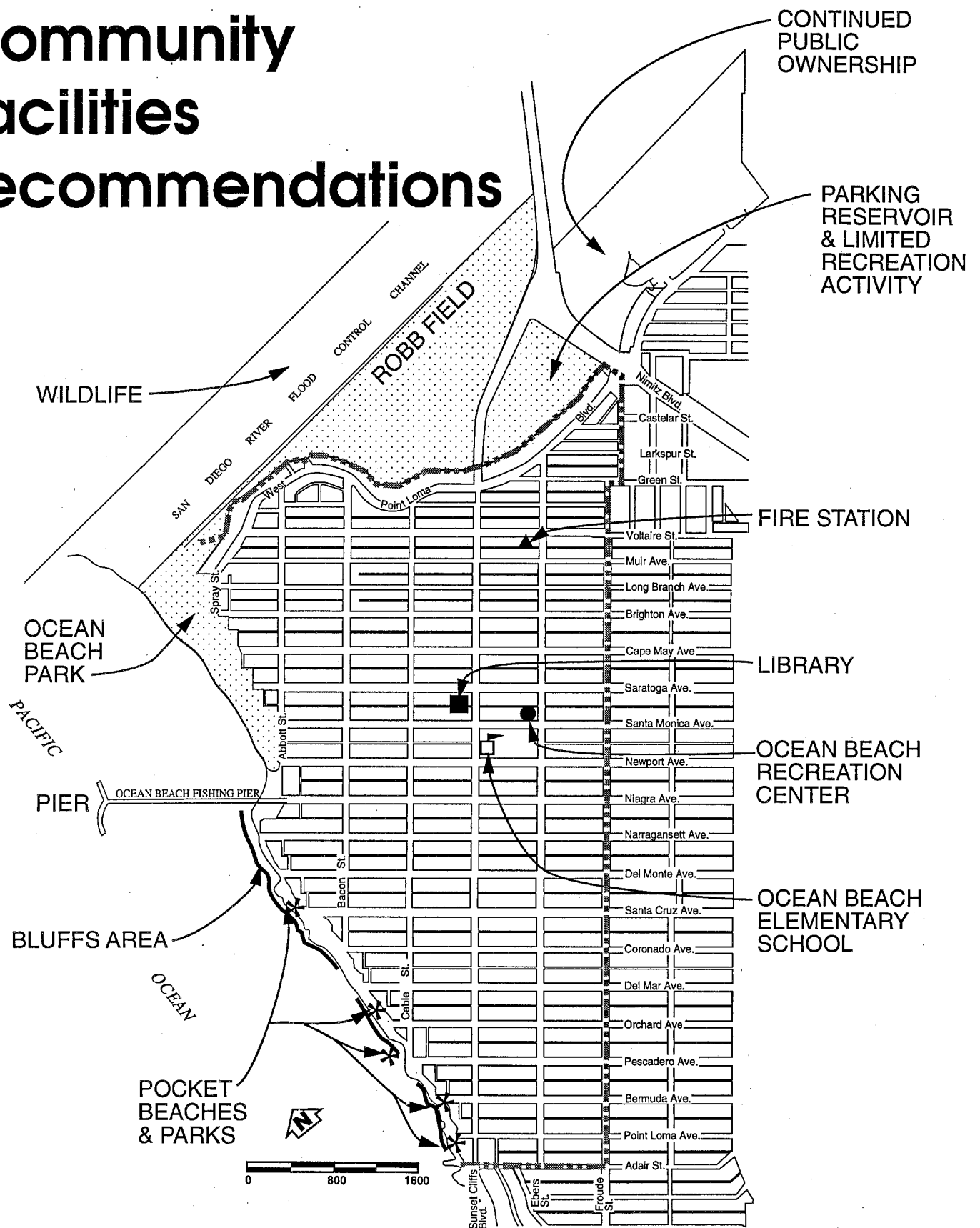
In addition to these proposals, it should be recognized that this land may be needed for either a mass transit terminal, a fixed rail transit route or perhaps both. Therefore, consideration must be given to this possibility prior to reaching a determination of any future development of this land. Furthermore, trade of this site could also be warranted if by so doing other critical City goals could be achieved. Consideration must also be given to insure that whatever is proposed for this site is consistent with the Coastal Plan currently being prepared by the San Diego Coast Regional Commission.

Summary of Plan Recommendation

- o That all beaches be easily accessible to the general public.
- o That a sand replenishment operation between the south jetty and the pier be considered as an on-going procedure to combat erosion.
- o That the tide pools, cliffs and street-end beaches between the pier and Adair Street be maintained in a natural state.
- o That public access to beaches and the shoreline be protected, first by clearly establishing public access and use rights, and second by requiring new developments to provide visual and physical access.
- o That a regional access and use management system, as proposed by the Coast Regional Commission, be instituted.
- o That access down the cliffs be limited to safe, natural trails in stable geologic areas, and that existing trails receive improvements only where needed to insure safety.
- o That bluff-top construction having a potential harmful effect upon cliff erosion be prohibited and that consideration be given to acquiring the property if necessary.
- o That the San Diego River Channel should be maintained as a natural wildlife sanctuary as much as is practically possible by limiting use to passive recreation.
- o That existing programs of beach inspection, hand refuse removal, mechanical sand screening, and kelp removal be maintained and expanded as necessary.
- o That improvement to existing lifeguard facilities, necessary to insure public safety, be implemented as soon as possible.
- o That the Ocean Beach Pier and its facilities be maintained and preserved, and that fishing activity be stimulated where possible.

- o That the proposed addition to the Ocean Beach Recreation Center be designed and sited to maximize ease of access while removing as little of the existing outdoor playing area as possible.
- o That the Collier East and Collier West sites be dedicated and improved for park use.
- o That the Sunset-Nimitz triangle be dedicated for park use, and improved for park use and a parking reservoir.
- o That safe pedestrian overcrossings or undercrossings between the Ocean Beach Athletic Area, the community, and the Sunset-Nimitz Triangle be considered.
- o That the 53 acre parcel of land adjacent to the San Diego River Flood Control Channel be retained in public ownership and rezoned to a low density residential or an agricultural zone classification. Future use of this land must be consistent with regional and community goals, the future coastal Plan, and future transportation proposals.

community facilities recommendations



COMMUNITY HUMAN SERVICES

Because a "community" is a network of people, all with feelings, desires, and attitudes about the place where they live, comprehensive planning requires that these feelings, desires and attitudes be taken into account. The very meaning of the word "community" itself suggests that a person should be able to find self-expression within the surrounding physical and social environment. The goal, then, of a true human community is to provide as positive and fulfilling a human environment as is possible.

It should be recognized, however, that the ability of governmental processes to provide each community's social environment are quite limited. Less is known about the basic human care services needs. Such characteristics as low paying jobs, health problems, overcrowded housing, low incomes, low educational attainment levels, unemployment, drug abuse, and female headed households need to be carefully and specifically reviewed and addressed.

Some efforts have been made in Ocean Beach, however, in some areas by establishing programs to deal with these situations. A senior citizen's club, for example, sponsors monthly group trips, daily lunch programs, accessibility to discount tickets for movies, restaurant meals, and activities at Balboa Park. Also included are programs for tax and voting counseling, and self-expression "rap" sessions. Above and beyond such governmental programs, however, Ocean Beach has other private, non-profit organizations aimed at providing human services. One such organization is the In-Between, located on Newport Avenue. The In-Between began in 1967, mainly as a drop-in facility for young runaways and as a community center to provide guidance and orientation for the youth element gathering in the area. From this base, however, and especially with new administrative direction gained a few years ago, the organization is branching out into a full community human service agency, designed to serve all segments of the local population. Presently, services offered include youth and runaway counseling and social orientation; drug counseling by two staff persons from D.E.F.Y.; long range problem-solving counseling by professionals, including family counseling and therapy groups; and employment counseling through a special program funded by the United Way. Also, at present, County Welfare Service and eligibility workers are working out of the Newport Avenue office. During any given evening, forty to sixty persons use those services offered by the In-Between. Future plans of the organization include further expansion of programs to better serve senior citizens and other population elements in Ocean Beach. Finally, there are two day care type centers in Ocean Beach, the Martha Franklin school and the Christian pre-school.

Goals

- o To encourage a range of human services within the Ocean Beach community, which will help provide for the needs of all community

residents and, in particular, to ensure the provision, as a minimum, of a basic level of well being among residents.

GENERAL RECOMMENDATIONS

Visible in many ways in Ocean Beach is a tremendous potential for an applied community spirit. This developing potential deserves to be encouraged, wherever possible.

Concerning the senior citizen's club at the Recreation Center, this program, providing the basics of social participation and self-expression for the oft-forgotten segment of senior citizens in society, is extremely popular in Ocean Beach. It should not only be maintained, but expanded to provide more regular activities especially for self-expression and self-evaluation.

Like the Beach Area Free Clinic, the In-Between is funded by donations, and grants from various public agencies. Because it provides a range of necessary human services it should continue its operation into the future. The In-Between and all other peninsula organizations are encouraged in their efforts to link up and coordinate the range of human services offered by all.

Much potential still remains in the Ocean Beach community for the development of human service activities and programs. In particular, the many churches and public institutions in the planning area should make their extensive building facilities and possibly their staff resources available for secular programs, including child day-care and activity groups.

In addition, a task force of residents and City staff should be established. This group should be charged with documenting the specific needs for basic levels of human well being in the Community. Alternative strategies for improving these problems should be developed.

Summary of Plan Recommendation

- o That the Senior Citizens Club and its programs be maintained and expanded to be accessible to as many community seniors as possible. The program should be enlarged to regularize self-expression and self-evaluation activities.
- o That the In-Between continue its operation, and be coordinated with efforts of other Peninsula human service agencies.
- o That Ocean Beach residents and business people be encouraged to support developing community human resource agencies and groups. Especially churches in the area are encouraged to develop secular programs.

- o That a task force be established to examine and propose alternative strategies for maintaining a basic level of human well being in Ocean Beach.

EDUCATION

In the long run, perhaps the most important service which a community provides is education for its young. Ocean Beach is part of the San Diego Unified School District, and is served by Ocean Beach Elementary School (within the plan area boundaries on Santa Monica Avenue), Collier Junior High and Point Loma High School. Any child growing up in Ocean Beach may be expected to spend a considerable amount of his life in these institutions, for the purposes of not only academic enlightenment, but also socialization, self-actualization and preparation for the realities of life. These purposes ought to be carried out in the best facilities, using the highest quality materials and methods, which can reasonably be expected to be provided.

Many factors, of course, affect the ability and effort of the school district to provide a quality education. One factor is a changing attendance. Between 1968 and 1974, enrollment for the 3 schools serving Ocean Beach declined as follows:

<u>SCHOOL</u>	<u>Enrollment</u> <u>1968</u>	<u>Enrollment</u> <u>1974</u>	<u>DECLINE</u>
Ocean Beach Elementary School	724	430	40.6%
Collier Jr. High School	923	735	20.4%
Point Loma High School	2152	1880	12.6%

While the Ocean Beach community has been developing alternatives to the public school system, the great bulk of this decline could be attributed to a decrease in the number of school age children living in the community. This is part of a general phenomenon in the San Diego region where both migrants to the area and established San Diegans with school-age children are moving out to the newer tract developments in the northern periphery of the City, leaving other sections closer to downtown to senior citizens and young adults.

While the school district foresees a leveling-off trend developing for this decline of school attendance, nevertheless even revised projections call for school enrollment in Ocean Beach to continue to fall through the year 2000. What this, in effect, means for the schools serving Ocean Beach is that formerly overcrowded facilities will now have equitable proportions of students per room, and if staff sizes are maintained, equitable numbers of students per teacher. Enough extra space can mean room for special and needed programs, such as the learning center which was recently developed at Ocean Beach Elementary.

To help take just such changes into account and provide a better overall coordinated education throughout the City, the San Diego School District presently maintains a comprehensive long-range planning program, covering every school in the City district.

Also, as part of its general planning effort the San Diego School District initiated its school-community Goals Program in 1973. The purpose of this program was to develop goals for each school's facilities and curricula from localized school-community participation. The goals developed for the three schools serving Ocean Beach were adopted by the School Board on July 24, 1973.

Public education in the Point Loma area is not limited to students between five and eighteen years of age. The Adult Education Program, under the jurisdiction of the San Diego Community College District, offers a chance for older persons and those working days to complete their high school education or otherwise supplement their knowledge and skills. While the night school at Cabrillo Elementary offers only English as a "Second Language" (E.S.L.), the regular facility at Midway Adult/Junior-Senior High School offers courses in business, E.S.L., art, printing, child development, foreign language, history and others leading to a high school diploma.

The Ocean Beach community has made available alternative and supplementary programs to the public education system. Within the planning area there are three such alternative institutions: the Catholic Sacred Heart Academy, the Warren Walker Private School, and the Ocean Beach Free School.

The Sacred Heart Academy is a Catholic parochial school offering grades K - 8. Accredited, the school offers a full general academic and recreational curriculum, plus religious training. The texts used by the school are the same available to San Diego area public schools. The cost of running the Academy is covered by a nominal tuition, plus parish income, with some Federal assistance in the form of Title II funds which are used to supply supplementary books, filmstrips and other audio-visual aids. The Academy tries to stress especially reading development skills, with various special programs and material. The present enrollment of the school is about 250, and with a rising kindergarten enrollment, the Academy expects to remain a healthy, viable parochial alternative to the public secular system.

Warren Walker School, established in 1932, is an accredited secular private institution supported fully by tuition charges. It is one of three schools in the San Diego area which is a member of the California Association of Independent Schools. Offering grades preschool - 7, with a total enrollment of 190, the school stresses an individualized learning pace and maintains an optimum class size of 18-20. The curriculum offered at Warren Walker is full range, using texts chosen from both the State recommended list and other sources. Learning stresses a phonetics

approach to reading starting in kindergarten, and Spanish taught in all grades above preschool.

The Ocean Beach Free School is an established community institution with strong enough local support to maintain and expand its present program of basic humanistic education. Operating from a philosophy of total family participation, group decision-making, and growth through self-actualization, the school offers education in the academic basics to students aged preschool through secondary. The Free School is funded mainly by a sliding-scale tuition based on a family's ability to pay, but in the past has also received special grants from the City, County Revenue Sharing, etc. The school also serves as an educational alternative to problem students, referred through Juvenile Hall, who cannot function in public school.

Goals

- o The provision for access to a relevant, effective and meaningful elementary, secondary and adult education to all persons in Ocean Beach.

GENERAL RECOMMENDATIONS

A public supported quality education ought to be expected for every child. In attaining this end, Ocean Beach Elementary, Collier Junior and Point Loma Senior High should devote increasing extra space due to lower enrollments to smaller class sizes and specialized programs. Specifically, Ocean Beach Elementary should develop a general school library when funds become available.

One program which is funded and now proceeding is the rebuilding of school facilities declared unsafe by earthquake safety standards. The replacement of such buildings at Ocean Beach Elementary and Point Loma High School should continue as scheduled.

Concerning the projections and evaluations connected with the School District's planning efforts, the district and school board should consider such evaluations in further expanding its planning effort, and in deciding the distribution of funds for improvements. Especially those shortcomings noted should be improved as soon as possible. Special considerations should be given to the problem of aircraft noise, one of the most significant drawbacks affecting all schools serving Ocean Beach. Further, the district and its Goals Committee should endeavor to translate those general goals formulated by the Goals Program into concrete programs and curricula, in coordination with other innovative programs and improvements desired at each school. The school board together with the City should as soon as practically possible provide the time and funding necessary to implement these programs adopted from the school-community goals effort.

It is clear, also, that much more than just physical facilities must be planned for in education. The setting of curriculum is a complex area, with some jurisdiction from the federal, state, and local levels. Each school however, and ultimately every individual teacher has a great amount of say over the content, materials and especially methodology of specific class courses. The teachers and administration of Ocean Beach Elementary, Collier Junior High and Point Loma High School therefore should continuously endeavor to upgrade their curricula to provide a challenging, meaningful and realistic education pursuant to the dual goals of student self-actualization and preparation for the realities of life. Such upgrading should include interesting and relevant elective courses, and new methodologies designed to better communicate basics.

Continued community interest and cooperative efforts between the community and public schools serving Ocean Beach are encouraged. Such continued association should help to bring the home and school environments into closer juxtaposition, helping to achieve those goals of education and socialization mutual to each. The community is also encouraged and the City is encouraged to make available, the use of the public facilities unused on school grounds during non-school hours and sessions. Food programs for the elderly are examples of the types of after hours use that should be instituted.

Concerning the adult education program of the Community College District, the list of offered courses should periodically be reviewed, to insure its' serving the purpose of relevant adult education. The Midway location suffers a number of problems and inadequacies in conjunction with its location and facilities. The Community College and regular school districts should endeavor to resolve these problems as soon as practically possible, in order to facilitate the efforts of both the regular and adult schools. In addition, the Community College District should consider the offering of courses at more convenient locations, for example at the Ocean Beach Elementary School campus.

Last, as long as the alternative educational institutions in Ocean Beach provide for special needs, they should continue to remain open to the support of those in the community who wish to use them. Past grants and governmental aids, such as tax revenue received by the public schools, the Title II funds received by Sacred Heart and Warren Walker, and the City grants received by the Free School should remain open to those institutions.

Summary of Plan Recommendation

- o That Ocean Beach Elementary School, Collier Junior High School, and Point Loma Senior High devote increasing class space and teacher resources to lower per-class student levels and special education programs.
- o That Ocean Beach Elementary develop a general school library.

- o That the replacement of pre-Field Act facilities at Ocean Beach Elementary and Point Loma High continue as scheduled.
- o That the School District should continue and expand its comprehensive long range planning effort. Those shortcomings for the three public schools serving Ocean Beach should be corrected as soon as funds are available. The problem of aircraft noise should be given immediate and strong attention.
- o That the School District and Goals Committee endeavor to implement those goals for the schools serving Ocean Beach, derived from the 1973 School-Community Goals Program and adopted by the School Board, as soon as possible.
- o That the teachers and administration of Ocean Beach Elementary, Collier Junior High and Point Loma Senior High continually upgrade curricula, to provide challenging and meaningful programs including the initiation of interesting and relevant elective courses, and new methods and techniques designed to better communicate basics.
- o That community interest and cooperative efforts between schools and their communities continue.
- o That courses offered through the Adult Education program of the San Diego Community College District continue to be reviewed, updated and supplemented to insure meaningful adult education.
- o That the Community College District consider offering adult school courses at a convenient location in Ocean Beach, e.g. Ocean Beach Elementary School.
- o That the alternative educational institutions in Ocean Beach remain open to the support of those in the community who wish to use them.

LIBRARY

Ocean Beach has a local branch library at the corner of Santa Monica Avenue and Sunset Cliffs Boulevard. The facility was built in the mid-1920's and enlarged in the early 1960's. The library, supplying not only books but long playing records on regular loan-out, is oriented toward both adults and children. There are about 2 1/2 adult books in the collection for every juvenile book. Usage is about 77 percent adult and 23 percent juvenile. The Point Loma Branch Library, since it opened, took some business away from the Ocean Beach Branch. Both, however, are enjoying an increase in usage.

Goals

- o The maintainance and periodic expansion of this local depository of public library resources.

GENERAL RECOMMENDATIONS

The present program of continual upgrading and volume addition to the Ocean Beach Branch Library should be maintained. The library, due to its basic educational function and central location, will continue to serve the needs of the residents of Ocean Beach. Because of the relationship of Ocean Beach to the larger Peninsula community, however, future development of this facility should take this into account. Somewhere in the Point Loma-Ocean Beach area there is a need for another facility of 8,000 to 10,000 square feet to meet increasing demands. Library authorities feel this to be a better solution than an increase in size of existing facilities. The eventual location of such a facility should be evaluated in terms of the needs of the entire Peninsula area.

Summary of Plan Recommendation

- o That the present program of upgrading and volume addition be maintained.
- o That eventual expansion of the physical plants in Ocean Beach and Point Loma be based on the total needs of the Peninsula community.

FIRE PROTECTION

Fire fighting and prevention is a vital public service to local communities. With a local fire station at the corner of Voltaire and Ebers, Ocean Beach receives adequate and efficient fire protection service from the City. The incidence of fires in the community is not high, nor is access for fire-fighting equipment impaired by present traffic levels.

Besides the usual fire fighting function, the City Fire Department also maintains various fire prevention programs including regular inspections of commercial, industrial, public assembly and care facilities. Field inspections by local fire station personnel of selected private residential areas are also done regularly. It is the purpose of these programs to insure conformance to fire codes and other laws and ordinances designed to minimize the threat of fire in the City.

Department personnel will also often appear before groups to present talks and lectures, in a communicative and educational effort to prevent fires through public knowledge. Present limits in time and manpower, however, prevent a broader, more routine educational program (including educational and demonstration visits to schools) from being maintained.

Goals

- o The continuation of adequate fire protection facilities and fire prevention programs in Ocean Beach.

GENERAL RECOMMENDATIONS

Adequate and safe levels of fire protection, and street access for fire fighting equipment, should be maintained. Existing fire prevention programs, such as Fire Code inspections and field inspections should also be maintained. The existing fire station located at the southwest corner of Voltaire and Ebers should continue at its present location in order to provide service to Ocean Beach.

In addition, the City should try in the future to initiate and maintain such educational programs as regular school visitations, whenever feasible.

Summary of Plan Recommendation

- o That adequate and safe levels of fire protection and street access for fire fighting equipment in Ocean Beach be maintained.
- o That adequate fire prevention programs, e.g. inspections of public buildings, field inspections etc. be maintained.
- o That the existing fire station continue at its present location.
- o That a broader program of fire prevention through public education and communication be initiated.
- o That private citizens be encouraged to maintain their property and belongings so as to prevent potential hazards.

HEALTH CARE

There are presently eleven privately practicing medical doctors, and fourteen dentists and orthodontists in or around the immediate Ocean Beach planning area. For the majority of the community, this represents an adequate number for routine and preventative medical needs. The large contingent of college students in the community may avail themselves of campus health facilities while enrolled in school, while Navy, Marine and other armed service personnel also have similar medical care at their disposal. There is a substantial number of lower income persons

in Ocean Beach, however, who cannot afford regular or emergency medical care. The San Diego County Department of Public Health and the Beach Area Community Clinic in Mission Beach are the only resources left to these people. The nearest hospital or clinic to the Ocean Beach community offering 24 hour emergency service is Doctor's Hospital located in the Midway Area.

The Free Clinic, one of several in the San Diego area, is attempting to fill a large gap in available medical services for the beach communities. While it is served by a dedicated and very capable staff of medical, administrative and reception personnel, almost all on a volunteer basis, it is nevertheless tremendously overcrowded and thus inadequate to provide ongoing medical care to the numbers of young and economically disadvantaged people in the beach areas who need it. Fully one quarter of all those who visit the clinic per evening, or about twenty persons between both the general and women's clinics, are from Ocean Beach.

The Free Clinic consists of the general medical clinic, the women's clinic, a legal clinic, and limited psychological counseling services. In the past it has been funded by grants from the County, the United Way, Federal Revenue Sharing, and donations.

The Ocean Beach Child Health Conference and Immunizations is available on every other Monday at 2083 Sunset Cliffs Boulevard. The County of San Diego Health Department offers a wide range of clinics throughout the San Diego area, open to all San Diego residents.

Besides personal medical and dental care, there are also substantial public health considerations in Ocean Beach, especially in the areas of proper refuse disposal and adequate protection for and control of the large number of dogs and other pets in the community. Fleas, flies and other pests and parasites often find the moist shoreline atmosphere an ideal condition for breeding. Natural springs in the Point Loma area have been a source of mosquito breeding in the past due to seepage and stagnating water.

Goals

- o The provision for adequate medical consultation and treatment facilities for all persons living in Ocean Beach.
- o The prevention of public health problems in Ocean Beach.

GENERAL RECOMMENDATIONS

The public services offered by the County Department of Public Health and the Beach Area Community Clinic should be continued.

The Free Clinic should be given continuing and expanded consideration for available grants. Consideration should be given to establishing a

branch of the clinic, or a completely independent operation, in Ocean Beach as the need arises.

To help prevent only public health problems in the community, educational programs out of the County Public Health Department covering such concerns as proper refuse disposal, mosquito control, home care, and pet care should be implemented and maintained. Of course increased private maintenance of homes and pets must be relied upon as the mainstay of public health, and is encouraged.

Summary of Plan Recommendation

- o That the Beach Area Community Clinic in Mission Beach continue to receive expanded City, County and Federal funds and grants.
- o That consideration be given to establishing a Free Clinic or medical clinic branch in Ocean Beach as the need arises.
- o That public informational programs concerning proper refuse disposal and pet care be maintained by the County Department of Public Health.
- o That the public be encouraged to increase home and job maintenance and cleanliness and pet care.

POLICE PROTECTION

Even in theory, the Police function is a complex and controversial governmental operation. As an applied reality, even though no one can dispute the need for a peace keeping and law enforcement organization in modern urban areas, neither can anyone deny the complex moral, ethical and sociological consequences of such a centralized police presence in any neighborhood. In Ocean Beach, the situation is compounded by a civilian population composed of highly diverse social classes in a small area and by recent historical events creating animosity between police and individual segments of the community.

The resolution of police-community rapport problems are at least as complex as the problems themselves, and in total are beyond the scope of this plan. Basically, however, these problems and their resolution are in the nature of improved communication. A need exists for real (as opposed to superficial) understanding between civilian and police personnel, and between the different civilian factions in the community. Such communication and contact must be long-term, and must encompass personal attitudes as well as professional duties. A number of programs through the Police Department already exist to help achieve those ends. These include the Youth Ride-A-Long Program, the Chaplain's Patrol, and the Storefront Offices.

The Ocean Beach Community has a storefront office located on Newport Avenue. This facility's main function is to serve as an accessible local office where civilian-police communication can center. According to the Police Department store front office should insure:

- the provision of citizens with a local office removed from the police station, where problems can be discussed
- the development and increased involvement between police and the community in problem areas
- the provision of a place where rumors can be dispelled or verified
- the development of an awareness in the neighborhood of the necessity for mutual cooperation and understanding in the maintenance of law and order
- the provision of an additional channel for the exchange of ideas between the community and the chief of police.

Goals

- o The continued provision of adequate police protection to insure the rights and well being of citizens in Ocean Beach.
- o The reduction and eventual elimination of crime in Ocean Beach through the elimination of those conditions leading to its occurrence.
- o The increase of mutual communication and understanding between police and all population segments of Ocean Beach.

GENERAL RECOMMENDATIONS

While a regular police force must continue to operate in Ocean Beach, this force can become a more familiar and accepted community presence. The present programs of the Police Community Relations Section of the Department should continue. The Storefront Office in Ocean Beach especially should be maintained.

Besides these programs, further measures should be taken to increase police-civilian communication in Ocean Beach. Like the Community Profile Project in the Northern Division of the City, Ocean Beach should consider having officers assigned to a longer tour of duty rather than the present three month shifts. If practical, walked beats should be revived. These steps should create a greater familiarity between officers and local persons, and enable officers to operate in any given situation on a more knowledgeable basis. Further, workshops and social situations should be encouraged to promote communication during off-duty and after work hours. Work-shops have occurred in the past, but have not been

organized with any recurring regularity. Generally, both police personnel and community residents should make a continuing effort to understand rather than react on an emotion level.

Summary of Plan Recommendation

- o That present programs of the Police Community Relations section of the City Police Department continue.
- o That the police-community relations office in Ocean Beach be maintained as such.
- o That rather than 3-month shifts of duty, consideration should be given to assigning officers in Ocean Beach to longer tours of duty.
- o That walked beats be considered for officers in Ocean Beach.
- o That police-community workshops, and off-duty or after-work social get-togethers be created to increase police-community communication.

PUBLIC UTILITIES

Public utilities in Ocean Beach include water and sewer lines, storm drains and gas and electricity service. Water and sewer service are provided by the City directly, while gas and electricity are provided by the San Diego Gas & Electric Company, a private company regulated by the Public Utilities Commission. S.D.G. & E., of course, has its own quality control and maintenance programs to insure periodic upgrading of electric and gas lines in Ocean Beach.

There is at present, a City-wide program for the burying of all existing above-ground electric lines. The cost of undergrounding existing lines is shared jointly by matching annual funds from S.D.G. & E. and the City in its CIP Program. These funds cover the costs of burying street lines only; the cost of undergrounding all street-to-house connections must be borne by the property owner.

Undergrounding all existing electric lines in the City is a huge task. The money and time devoted to the job is spread out over an extended period on a priority basis, determined by reports from City engineers and the decisions of City Council.

Some of this work has already been done in Ocean Beach. Lines along Sunset Cliffs Boulevard from Adair to Coronado were buried during fiscal year 1974. Projected for fiscal 1979 is the burying of remaining lines on Sunset Cliffs Boulevard from Coronado to Voltaire; and in fiscal '77 and '78, burying of lines on West Point Loma Boulevard east of Sunset Cliffs.

Sewage service and the delivery of water in Ocean Beach are the responsibility of the City, through its Water Utilities Department. It is this department's job to oversee and maintain the quality and adequacy of water serving the City, and the adequacy of its sewage system. It is the present policy of the Department to design and install water and sewer mains to the capacity of population projected by community and precise plans.

There is a City-wide operation now under progress to replace old cast-iron and other inadequate water mains with a superior asbestos-cement design. Again, a limitation of funds and time requires a priority system of replacement.

The replacement of sewer lines and mains is similarly regulated by exigencies of time and costs, and is also, therefore, subject to need priorities. The Fiscal 1975 Capital Improvements budget includes an expansion of the sewer trunk line serving Ocean Beach and other adjacent beach communities, to be completed by fiscal 1978. Other budgeted projects include the replacement of the worn and inadequate Bacon Street

main, a project which should be completed by 1976. In both these cases, sewage flow has reached the capacity of the existing pipes. Additional capacity must soon be installed to avoid overflow and consequent public health hazards. As per the above mentioned policy, the new capacity of these lines will be designed to meet the needs of the population levels discussed in this plan.

Storm drains are under the purveyance of the City Public Works Department. Ocean Beach, traditionally an area of flooding during storms, has slowly been acquiring an adequate drainage system over the years. There are, however, still some problem areas which are flooded during rains in the community.

A major concern to Ocean Beach is the effect of the metropolitan sewer outfall on the west shore of Point Loma on the beach area. The water and sand, augmented by the pier, the jetty and river channel, and the ocean cliffs, provide diverse recreation including sport fishing, beach volleyball, sunbathing, swimming, and pleasurable passive recreation. To insure that these recreational activities and aesthetic resources remain unharmed by the effluent from the Point Loma Plant, the Water Utilities Department presently maintains a continuing monitoring system including a network of (36) offshore and shoreline sampling stations, making a diverse range of periodic biological and clinical tests to insure that the environmental effect of the sewage outfall is minimal and meets standards set by the California Water Quality Control Board and the Federal Environmental Protection Agency.

The outfall, stretching 2-1/2 miles out to sea, presently leaves the economic and aesthetic assets of Ocean Beach basically unaffected. As the City grows, however, and as the amount of sewage produced per capita rises, the amount of sewage to be treated as well as the total effluent flow will increase greatly. Present flows of 90 to 100 million gallons per day may be expected to double or more by the year 2000. While the present maximum capacity of the Point Loma plant is 100 m.g.d. for adequate primary treatment, upcoming expansion (the addition of two sedimentation basins and one digester) should increase this to 120 m.g.d.

Beyond such periodic incremental expansion, however, there is now under consideration a comprehensive water supply and disposal plan treating the entire San Diego region. The Comprehensive Water Quality Control Plan for the San Diego Basin, prepared for the State Water Quality Control Board, would among other things provide for the expansion and modification of the metropolitan sewage system, including seven inland interceptory recycling stations and conversion of the Point Loma facility to include secondary treatment. The result of this would be not only to provide for a cleaner effluent but also to decrease the actual amount of projected future flow into the ocean.

Goals

- o The provision of adequate, efficient service from all public utilities in Ocean Beach.
- o The elimination and prevention of any adverse impact of public utilities in Ocean Beach.

GENERAL RECOMMENDATIONS

The existing quality control and maintenance programs of the San Diego Gas & Electric Company should continue to provide for adequate and efficient power distribution to Ocean Beach and other San Diego communities. The remainder of above-ground utility lines in Ocean Beach, however, should be undergrounded as soon as is economically and practically possible, as part of a comprehensive effort to maintain and improve the visual and aesthetic worth of the community.

Concerning the replacement of worn and inadequate water and sewer lines, within the exigencies of time and money determining the priority system of line upgrading throughout the City, the replacement of old water delivery mains in Ocean Beach should be completed as soon as is practically possible. Similarly, to adequately serve and protect the community, the existing program to maintain and upgrade the capacity of sewer lines should also continue, with special emphasis on the Bacon Street main and the Ocean Beach trunk line.

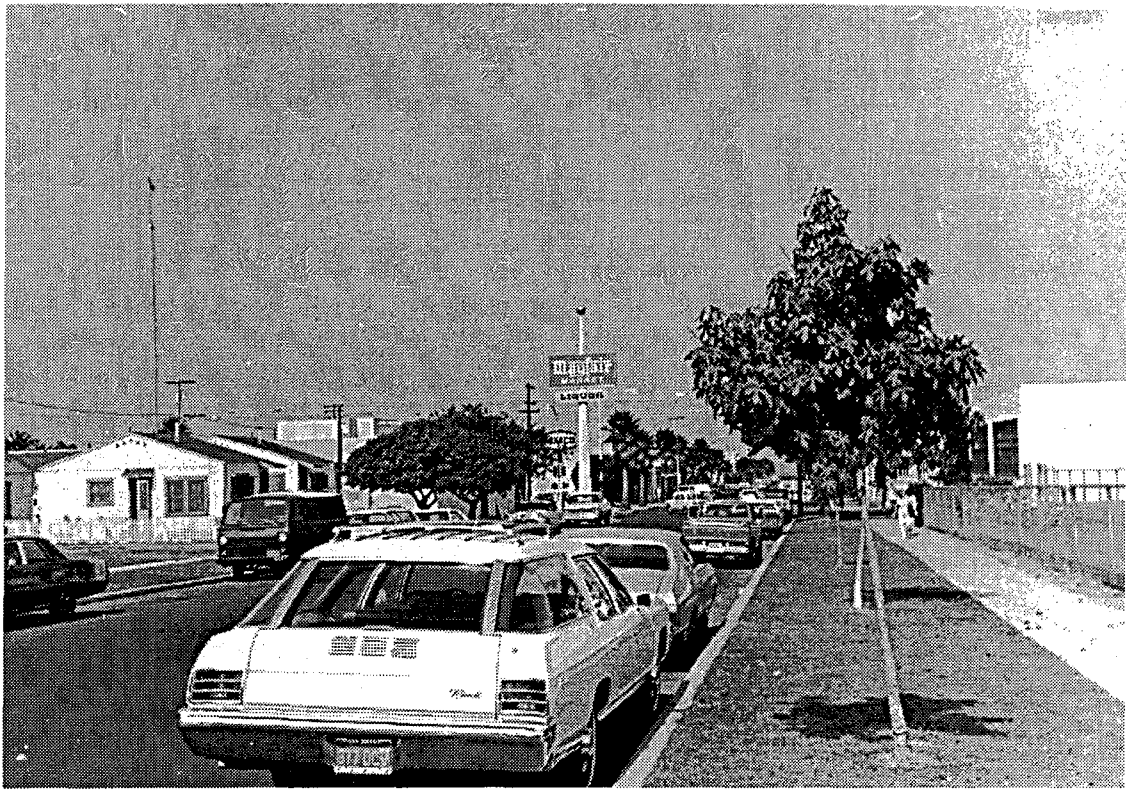
Assessing the need for storm drains in Ocean Beach, Bacon Street, some sections of Niagara (including the intersections with Sunset Cliffs and Bacon), the foot of Santa Monica at the beach, and the foot of Point Loma Avenue are still problem areas which should receive attention as soon as possible to prevent future flood damage and assure street safety.

Expansion of the Point Loma sewage treatment plant could be rendered unnecessary in the future if interceptory primary treatment plants were developed in order to provide primary treatment before sewage reached the Point Loma plant. Water recapture programs could preserve the precious resource and eliminate the potential effluent problem that presently exists.

In order to assure the continued economic and aesthetic assets existing on the shoreline of Ocean Beach, such comprehensive plans as the San Diego Basin Water Quality Control Plan certainly should continue to be studied, and should be implemented if found to be practical. The monitoring program of the Water Utilities Department should be maintained and expanded as the understanding of the ocean environment becomes more complete.

Summary of Plan Recommendation

- o That the remainder of above-ground utility lines in Ocean Beach be buried as soon as is economically feasible.
- o That the replacement of worn water mains in Ocean Beach be completed as soon as is practically possible.
- o That the program of sewage main maintenance and capacity upgrading continue, including the Bacon Street main and Ocean Beach trunk line replacement projects.
- o That the need for storm drains in all parts of Ocean Beach be assessed, with special consideration given to Bacon, Niagara and Santa Monica streets.
- o That the sewage treatment plant on Point Loma be used in the future only for secondary or tertiary treatment with primary treatment being provided at other locations, maintaining the Point Loma outfall as the point of discharge.



Transportation Element

The basic purpose of transportation is to provide each member of the community with maximum opportunity for access to goods, services, and activities, both public and private. The achievement of this purpose will require that a fully integrated system of vehicular, transit, bicycle, pedestrian, and parking facilities be developed.

VEHICULAR CONSIDERATIONS

Full consideration of the vehicular situation must include discussion of both the movement and the storage of automobiles, motorcycles, trucks, campers, and other such vehicles. Because of their importance, a separate analysis is included for circulation and for parking.

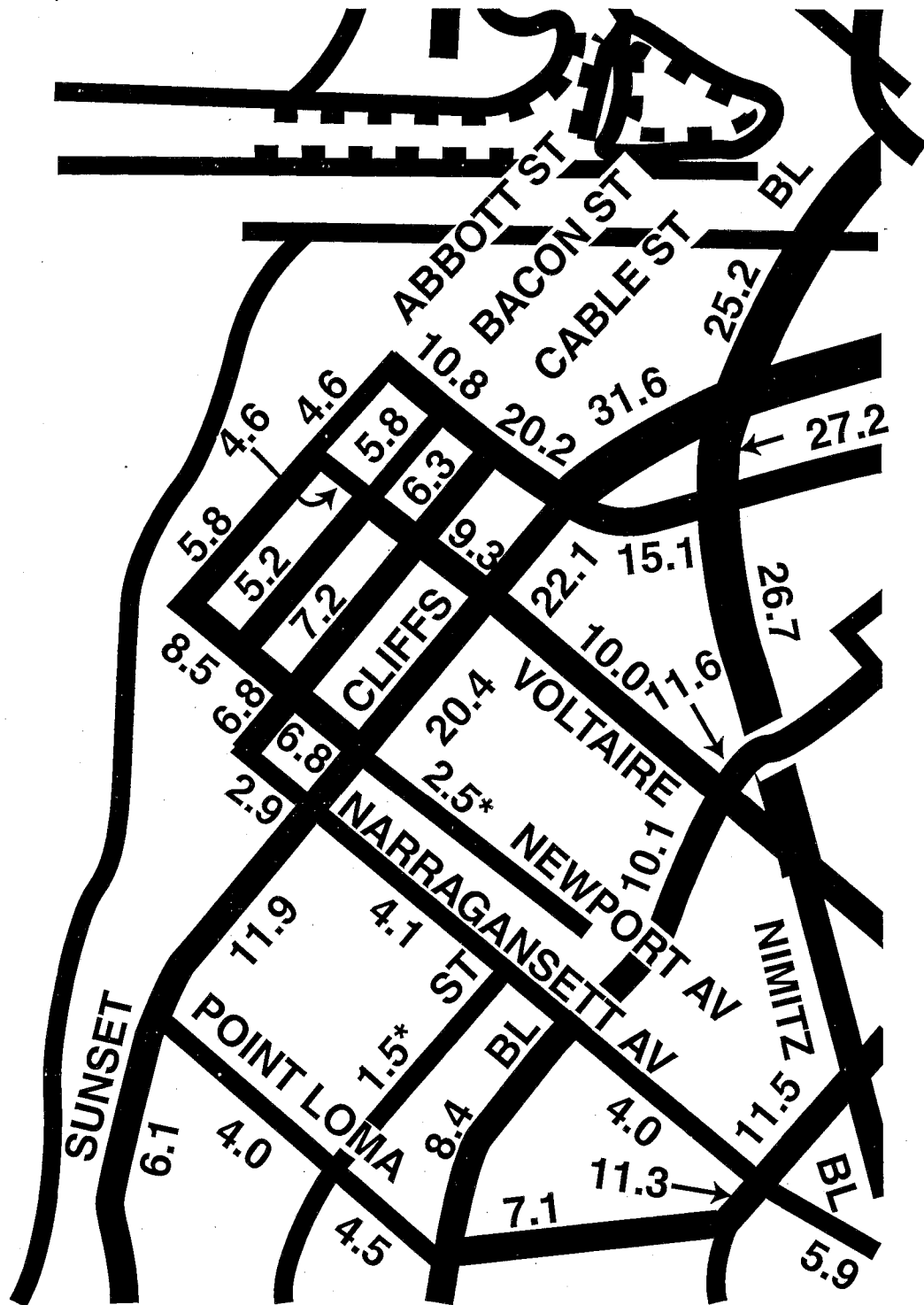
Circulation

The original subdivision pattern of Ocean Beach emphasized east-west circulation within an extra wide right-of-way. Since that time, however, development in San Diego has grown in the northern direction, toward Pacific Beach and La Jolla. As a result, the existing traffic pattern has a north-south emphasis. The development of Mission Bay Park has made this situation even more critical. Allocated rights-of-way in the north-south direction are narrow and cannot accommodate high traffic volumes.

The recently completed Ocean Beach Freeway (State Route 109) located on the northern extreme of the community provides quick access to downtown and Mission Valley. It also connects with Interstate 5, making Ocean Beach accessible to and from all parts of San Diego. This access is limited only by two missing links in the connection between the Ocean Beach Freeway and Interstate 5, the east to north movement, and the south to west movement.

The relative ease of access to Ocean Beach has placed increased strain on the existing circulation pattern. The most significant benchmark used in measuring this situation is the accident rate. Of the four major north-south streets, Sunset Cliffs Boulevard has an accident rate twice the City-wide average for such a street while the rate for Abbott, Bacon, and Cable is almost three times the average. In terms of east-west streets, the accident rate for West Point Loma Boulevard is twice the City-wide average, for Voltaire three times as great, and for Newport Avenue five times the average. A contributing factor to the high rate on Newport Avenue is the diagonal parking which results in narrow travel lanes. This street has one of the highest accident rates of any street in the City.

At present, Sunset Cliffs Boulevard is the major traffic carrier with an average daily traffic count of about 20,000 vehicles. Cable, Bacon, and



existing traffic conditions

1973 TRAFFIC FLOW (Weekday Vehicle Volumes in Thousands)

Source: City of San Diego Public Works Department

Abbott Streets, all parallel to Sunset Cliffs and to the west each carry 5,000 - 8,000 vehicles per day. All of these streets, including Sunset Cliffs Boulevard, have a 60' right-of-way and a 40' pavement width north of Brighton, narrowing to 36' south of Brighton. Each has parking along both sides and one lane of moving traffic in each direction. All are designed to accommodate a maximum of 5,000 vehicles per day. Because of existing constraints on these north-south streets, the over-burdened situation will continue to exist until either traffic is reduced, traffic is rerouted, parking is removed, or the streets are widened.

East-west streets presently reflect a situation somewhat opposite of the north-south streets in that they are wider and carry much less traffic. The majority of the east-west streets have a pavement width of 40'. Several are 30'-36', while four (West Point Loma Boulevard, Voltaire, Santa Monica and Newport), are 52'. Those streets that are 40' and under do not exceed their capacities in any case. Of the 52' streets, capable of handling 7,500 cars per day, Voltaire and Newport presently realize, but do not exceed, these figures, while Santa Monica is below. West Point Loma Boulevard is the only east-west street that exceeds its desirable capacity. Here, the daily traffic count between Sunset Cliffs and Cable is over 16,000. West of Cable it is slightly under capacity. Desirable should not be misunderstood as ideal, or even totally acceptable. These standards are established primarily to indicate the relative safety of various streets.

The majority of traffic in Ocean Beach is generated by existing residential and commercial development. There is also an element of through traffic destined to the Sunset Cliffs area, the southern portion of the Point Loma residential community, Point Loma College, and Cabrillo Point. In addition, there are two main non-residential traffic generators within Ocean Beach itself, Newport Center and Ocean Beach Park. Newport Center generates traffic along all streets. Those patrons coming from the fringes, however, tend to collect on Sunset Cliffs and Newport Avenue. Recreational trips generated by the beaches at Ocean Beach Park include a large number of vehicles from outside the community. Those entering from the Point Loma area filter in on the east-west streets, while those from the northern areas of the City enter on Sunset Cliffs Boulevard. Most of these vehicles move west on West Point Loma Boulevard and Voltaire because these are the first large streets leading to the beaches. Three parking lots containing somewhat over 500 spaces provide a destination for most of the beach user traffic and some of the Newport Center traffic. The rest of the beach user traffic must use on-street parking. The majority of the Newport Center traffic parks along the street and in existing private lots.

In general, traffic in Ocean Beach struggles against a street system designed years too soon to anticipate the nature of present demands. High residential densities, the beach resource, and, to some degree, Newport Center and through traffic have overburdened existing north-

south streets. East-west streets, while under capacity, are not able to accommodate excess traffic because their direction is against the logical traffic flow. Future increases in traffic will only intensify the existing circulation problems.

Goals

- o Develop means to accommodate future increases in traffic until such a time as the automobile is de-emphasized as the major means of transportation through achievable and realistic improvements in public transportation.
- o Discourage automobile use for shorter intra-community trips through the encouragement of public transit, bicycle and pedestrian traffic.
- o Minimize present vehicular congestion wherever possible, especially on Sunset Cliffs Boulevard and Newport Avenue.
- o Reduce traffic to every degree possible along local residential streets.

GENERAL RECOMMENDATIONS

Future transportation requirements in Ocean Beach are based upon anticipated traffic demands. Travel forecasts depend upon many factors, one of the most important being the future land use proposed for a particular area. Any substantial changes in existing land use patterns require re-evaluation of the existing circulation system. This is an analysis over and above that necessary to provide solutions to existing problems.

It is difficult to determine the eventual density of the community beyond assuming that it will probably not exceed by one-third the present density. It is also difficult to predict the relationship of the private automobile to people's travel habits in the future. The recent energy crisis demonstrates that dependency upon the auto may very well decrease in the long run, balancing an increase in population. It is also possible, however, that the dependency may increase, intensifying the vehicular congestion tremendously as the density increases. Development of a car pool program, matching people by computers, is one way of removing some people from their cars. The City should provide computer time for such a program.

Because the circulation system is already established, remedies into the future must necessarily involve changes to existing streets. These changes are basically limited to parking removal, widening, establishment of one-way pairs, and street closings. Of these alternatives some parking removal can be accommodated in certain locations, widening is generally unacceptable because of its disruptive nature and expense, the establishment of one-way pairs is feasible in certain locations, and street closings are worthy of consideration in certain locations.

In order to improve present circulation patterns consideration should be given to restricting parking from Sunset Cliffs Boulevard, at least during peak hours. While this would not increase the number of moving lanes, it would reduce vehicle conflicts, especially along the sections that are only 36' wide from curb to curb. This proposal is the only workable solution to the problem of improving traffic conditions within the existing right-of-way. This proposal, however, only provides superficial treatment to a substantial congestion problem. The possibility of short range solutions to ease pedestrian-vehicular conflicts such as the installation of stop signs, cross walks, and traffic signals should be investigated fully.

In order to best accommodate existing and future traffic flow, according to City Traffic Standards, a one-way pair of north-south streets provides the most reasonable solution. The existing street pattern allows for only two possibilities for such a system. In both cases Sunset Cliffs Boulevard would be one-way north. The accompanying one-way south street must be Bacon or Cable. In order for Bacon Street to be logically used a road must be constructed between Robb Field and the flood control channel. The impact and cost of such an improvement relative to the ease of implementing the Cable Street system makes Cable the preferable alternative. The terminus for a Cable Street-Sunset Cliffs Blvd. one-way couplet would be Orchard Avenue. The implementation of such an effort, however, is not recommended unless circulation problems increase to the point where congestion becomes unacceptable to the community or the safety of pedestrians and motorists is threatened.

The one-way concept would provide two travel lanes in each direction, with parking along each side. Peak hour parking prohibitions could be introduced on one side of each street in order to further reduce congestion. A decision concerning the introduction of a one-way configuration should be made based on the severity of the circulation problem weighed against the detrimental impact upon the community caused by further accommodation of the automobile. Any solution should provide for the maximum safety of pedestrians crossing the one-way streets. Community opinion on the use of one-way streets should carry great weight.

The situation of the east-west streets is somewhat different from that of the north-south streets. They provide more than enough opportunity for east-west traffic movement. In a sense these streets act as distributors for traffic throughout Ocean Beach. Newport Avenue experiences congestion and a high accident rate because of narrow travel lanes due to diagonal parking. Traffic on this street should be limited, through the use of directional signs, to those persons seeking to use the commercial district. In the future, consideration might be given to closing the street entirely and creating a pedestrian mall. This will become feasible only when alternative locations for parking can be developed.

Most residential streets are used under their capacity. Because of their residential nature, traffic should be discouraged from using them except as necessary to enter and leave residences. The beach generates a significant amount of traffic which should be channeled to available off-street parking areas via a limited number of streets, especially West Point Loma Boulevard, Voltaire Street and Santa Monica Avenue.

These streets terminate in the general vicinity of the existing parking reservoirs. Santa Monica Avenue, in addition to serving beach user parking, can also serve as a siphon for excessive Newport Avenue commercial traffic if it is marked appropriately. Consideration should be given to removing parking along one side each of West Point Loma Boulevard and Voltaire Street, if adequate parking exists for shoppers in alternative locations, in the event of excessive congestion in the future. In order to limit traffic to these streets as much as possible, appropriate directional signing should be introduced.

In the case of purely residential streets, future consideration should be given to narrowing the pavement width where excessive, and closing some streets to through traffic. This would insure that the east-west movement of traffic would be limited to certain corridors while emphasizing the use of most local streets for access to residences, parking and pedestrians.

In conclusion, the major traffic flow in Ocean Beach is north-south, in spite of the fact that the streets were originally developed with an east-west emphasis. Certain streets presently exceed their capacity in a time when traffic volumes are continuing to increase. Minor modifications such as parking removal and directional signing are possible in order to improve traffic circulation. The only reasonable long-term solution to improve the north-south traffic flow if residents do not decrease their use of the automobile involves the consideration of a one-way pair. Some east-west streets can be blocked from through traffic without hampering circulation in order to de-emphasize traffic movement on local residential streets.

Summary of Plan Recommendation

- o That consideration be given to restricting parking from Sunset Cliffs Boulevard during peak hours.
- o That consideration be given to the creation of a Sunset Cliffs-Cable one-way pair in the event that north-south traffic movement becomes unacceptable to the community in the future.
- o That traffic using Newport Avenue be limited through the use of appropriate signing, to those vehicles destined to and from the Newport Center commercial facilities.
- o That future consideration be given to closing Newport Avenue between Sunset Cliffs and Bacon to vehicles, and creating a pedestrian mall, provided that alternative locations for present parking along Newport are developed.
- o That directional signing be established in order to channel traffic into appropriate corridors with the intent of reducing congestion and minimizing the impact upon residential areas and the Newport Center area.

- o That future consideration be given to removing parking along selected streets in order to reduce congestion and improve safety provided alternative parking locations can be insured.
- o That future consideration be given to narrowing or eliminating through traffic on certain local residential streets.
- o That the car pool program being developed by the City should be implemented.

Parking

For purposes of analysis, the parking situation in Ocean Beach can be divided into three areas; residential, commercial and recreational. Each presents a series of problems that need resolution through short and long range solutions.

The major problem concerning residential parking is the lack of adequate off-street spaces. During the time that most of Ocean Beach was developed, it was impossible to foresee the increased dependency on the automobile that has developed over the years. Consequently, most older units provide only minimum off-street parking. Even most newer development fails to provide enough parking to meet the needs of the inhabitants. As a result, residential areas are saturated with automobiles that are forced to park in the street. This results in problems of convenience, safety, and aesthetics.

In terms of commercial parking, there are presently about 900 spaces in the vicinity of Newport Center to serve the traffic generated by this facility, including both on-street and off-street. According to General Plan standards, and because there is a present demand that exceeds the available supply, existing parking is not sufficient to meet the demand. The Voltaire and Point Loma-Ebers commercial districts both rely almost exclusively upon on-street parking to serve commercial uses in those locations. This causes a particular problem in the Voltaire district because of excessive traffic volumes that exist on that street. Point Loma Avenue has a much less severe traffic circulation problem, yet it is still deficient in adequate off-street parking. While the amount of parking in all of these districts can never be expected to fulfill General Plan standards (three square feet for every one square foot of retail space) because Ocean Beach is so highly developed, new commercial development should provide off-street parking in conjunction with development in order to minimize the present deficit to every degree possible.

Recreational parking in Ocean Beach is limited almost exclusively to the three parking lots serving Ocean Beach Park. These provide a total of over 500 spaces. There is not nearly enough parking existing to serve the users of the pier and the beach although expansion of these facilities, or the provision of new facilities immediately adjacent to the beach is not warranted. It is of primary importance to provide access to Ocean

Beach Park to all who wish to use it. Such access, however, should not complicate congestion problems that already exist. Some form of mass transit is much more capable of solving such a parking and access problem.

Goals

- o The provision of increased off-street residential parking in order to reduce dependence upon residential streets as parking areas.
- o The provision of increased off-street commercial parking in order to improve access to commercial facilities.
- o The development of increased recreational parking with minimum disruption to the existing community.

GENERAL RECOMMENDATIONS

Because of the extreme deficit in off-street residential parking, a minimum of two spaces for each new unit should be provided. Where feasible, owners should be encouraged to increase the number of spaces on developed property. Garages now used for storage, for example, should be used for parking. In order to provide maximum flexibility in meeting this requirement, the use of tandem parking, where one space is placed directly behind another, is encouraged. Such parking should not encroach on sidewalks. Off-street parking, wherever possible, should have access to alleys rather than residential streets. This will facilitate the eventual de-emphasis of the streets as parking reservoirs, as discussed in the circulation section.

In terms of off-street commercial parking, while an increase is warranted, the deficit is so great and the land available for such a use so scarce that an intense effort to provide necessary parking will be required by the business community if such a goal is to be realized. New development should be encouraged to provide one space for every 500 square feet of business floor area. While this is less than suggested by General Plan standards, it is recognized that providing parking in an area characterized by small lots and a lack of vacant land is difficult.

Every attempt should be made by business owners to consolidate parking wherever possible. If such opportunities exist, this might be done in lieu of parking on the specific building site. Access to off-street parking should be from alleys wherever possible. Any joint parking venture should, of course, be subject to all of the design criteria detailed in the Commercial Element.

Particular attention should be given to the off-street parking problem in the Newport Center. Alternative solutions to parking should be considered in order to minimize the need for parking on Newport Avenue in order that consideration could be given to a pedestrian mall. Consideration should be given to the formulation of a parking district whereby

benefiting commercial property owners contribute in some measure to the creation of off-street parking, in the form of surface lots or a 2 or 3 story structure. Because of the relatively compact nature of the Newport Center off-street parking does not necessarily need to be located immediately adjacent to the business it serves. As an alternative, a financial contribution instead of the provision of parking spaces could be used toward the goal of creating centralized parking areas. Funds created in such a manner could be used to develop parking facilities or simply to lease facilities developed by someone else. There are several laws available for use in establishing parking districts. The Vehicle Parking District Law of 1943 creates an assessment against those uses benefiting from such a district. The Parking District Law of 1951 permits an ad valorem assessment on property to supplement or completely eliminate parking revenues.

Parking for recreational purposes presents, perhaps, the most serious deficiency problem. At present, there are three parking areas adjacent to the beach which cannot possibly accommodate the amount of parking that could be generated at peak times. The difficulty in providing increased parking lies not only in the unavailability of space to expand such a use but also in the poor accessibility of the beach. Any traffic coming from outside Ocean Beach must cut directly through the community in order to reach the beach. Consequently, rather than encouraging through traffic, or pre-empting land adjacent to the beach for additional parking, reservoirs should be established at the entrance to the community. The triangle of land bounded by Sunset Cliffs Boulevard, Nimitz Boulevard, and West Point Loma Boulevard is an ideal location for such parking. A public transit connection, in conjunction with such a facility, could move people from their cars to the beach. This could substantially increase the accessibility of the beach to the maximum amount of people, decrease the amount of traffic traversing the community, and eliminate the congestion of moving and parked vehicles in the immediate vicinity of the beach. Until such a time as alternative locations for beach user parking are developed, the sand plug at the entrance to the San Diego River should continue to serve as a fourth parking area.

Summary of Plan Recommendation

- o That new residential development provide at least two off-street parking spaces per unit, and that existing development be encouraged to increase off-street parking, if feasible.
- o That tandem parking be used where necessary to maximize the amount of off-street parking.
- o That off-street parking have access to alleys rather than streets wherever possible.
- o That new commercial development provide at least one parking space for every 500 square feet of gross floor area if possible either

on-site or in consolidated areas in the vicinity of the use it serves.

- o That consideration be given to the establishment of an off-street parking district for the Newport Center.
- o That beach user parking be accommodated through the development of a parking reservoir at the northern entrance to Ocean Beach, and that a shuttle service be used to transport people from their cars to the beach.

TRANSIT

Transit ridership in Ocean Beach, according to the 1970 U.S. Census of Population encompasses about 3% of all trips. Existing service is inadequate for two reasons. First, from the standpoint of time as well as transfer to other points in the City, service is not competitive with the private auto. Second, service is not oriented toward the specific destination of residents. A substantial proportion of the Ocean Beach population are students, yet bus service between the community and area college campuses is limited. Express service is planned between Pacific and Mission Beach and San Diego State via Fashion Valley. In December, 1974, a feeder bus will begin operation between Ocean Beach and the San Diego State University express bus point in Mission Bay. This feeder bus will connect all the beach communities and provide fifteen minute service daily.

The San Diego Transit Corporation presently operates one bus line through Ocean Beach. The "O" bus provides service at intervals of about 30 minutes between Ocean Beach and Centre City. The present route traverses Point Loma and enters Ocean Beach via Voltaire Street and terminates at the southerly edge of the community by way of Cable Street. The trip between Ocean Beach and downtown takes about 30 minutes, as opposed to 10 minutes by private automobile. A proposed "J" bus is proposed to connect Ocean and Mission Beach to the Kearny Mesa industrial area. This type of cross-town service could eventually increase ridership by Ocean Beach residents.

The Comprehensive Planning Organization is presently studying a variety of means of providing an alternative transportation system to the San Diego region. Among their considerations are substantial increases in bus service, including express busses with intra-community feeder lines, and a variety of fixed rail systems. Present studies indicate that there is a high probability that Ocean Beach will be served in a total system by feeder busses, and possibly by a rail corridor located adjacent to Interstate 8 terminating somewhere along the northern periphery of the planning area.

An intra-community transit system is needed in Ocean Beach for both residents and visitors. The feeder bus system planned to start in December, 1974 will partially serve this need and will be part of an area-wide transit system. Residential, commercial and recreational areas within the community could be interconnected in order to coax residents from the use of their cars for such trips. In addition, this provides alternative transportation for those who cannot or choose not to use an automobile. This system could provide a missing link for non-resident beach users between periphery parking and recreational facilities.

Intra-community movement, at present, is limited to automobiles, bicycles, or walking. While bicycles are a reasonable alternative to auto they are presently a somewhat dangerous one in this congested community. Fewer autos and more public transit could improve safety conditions of all forms of transit.

Goals

- o The full integration of Ocean Beach into an area-wide transit system.
- o The continuing development of an expanded intra-community, minimum cost, public-transit service in order to transport beach users from their automobiles to the water and to distribute residents throughout the community.

GENERAL RECOMMENDATIONS

There are a number of basic needs to be fulfilled if Ocean Beach is to have a workable public transit service. Specific solutions include the integration of Ocean Beach into a regional transit system through improved bus service, and the introduction of public transit within the community for purposes of moving about from one point to another.

Existing bus service could be improved through a reduction in the travel time of the existing "O" bus to downtown, as well as the development of better connections, such as the proposed "J" bus, to other parts of San Diego. Consideration should be given to methods of improving existing bus service, at least through improved service to other parts of the City, and by minimizing travel time in every way possible.

The provision of intra-community transit service, especially between parking reservoirs and the beaches, could reduce congestion considerably and also provide alternative forms of transportation to those that do not or cannot use an automobile. Consideration should be given by the San Diego Transit Corporation to the establishment of mini-busses, looping Ocean Beach and connecting its various activity centers, specifically the beach, Robb Field, and the shopping districts, with residential areas. Such a system should charge a minimum fare, or none at all, in order to achieve maximum use.

Should a transit link be developed along Interstate 8 as part of an area-wide transit system the Sunset-Nimitz triangle should be considered as the logical terminal for such a facility. The 23 acres at that location are proposed by this Plan as a joint park and parking reservoir. Such a parking reservoir is a logical complement to a transit terminal. An intra-community mini-bus service could logically link Ocean Beach residents with area-wide transit, as well as linking beach users from the other parts of the City to the Ocean Beach shoreline.

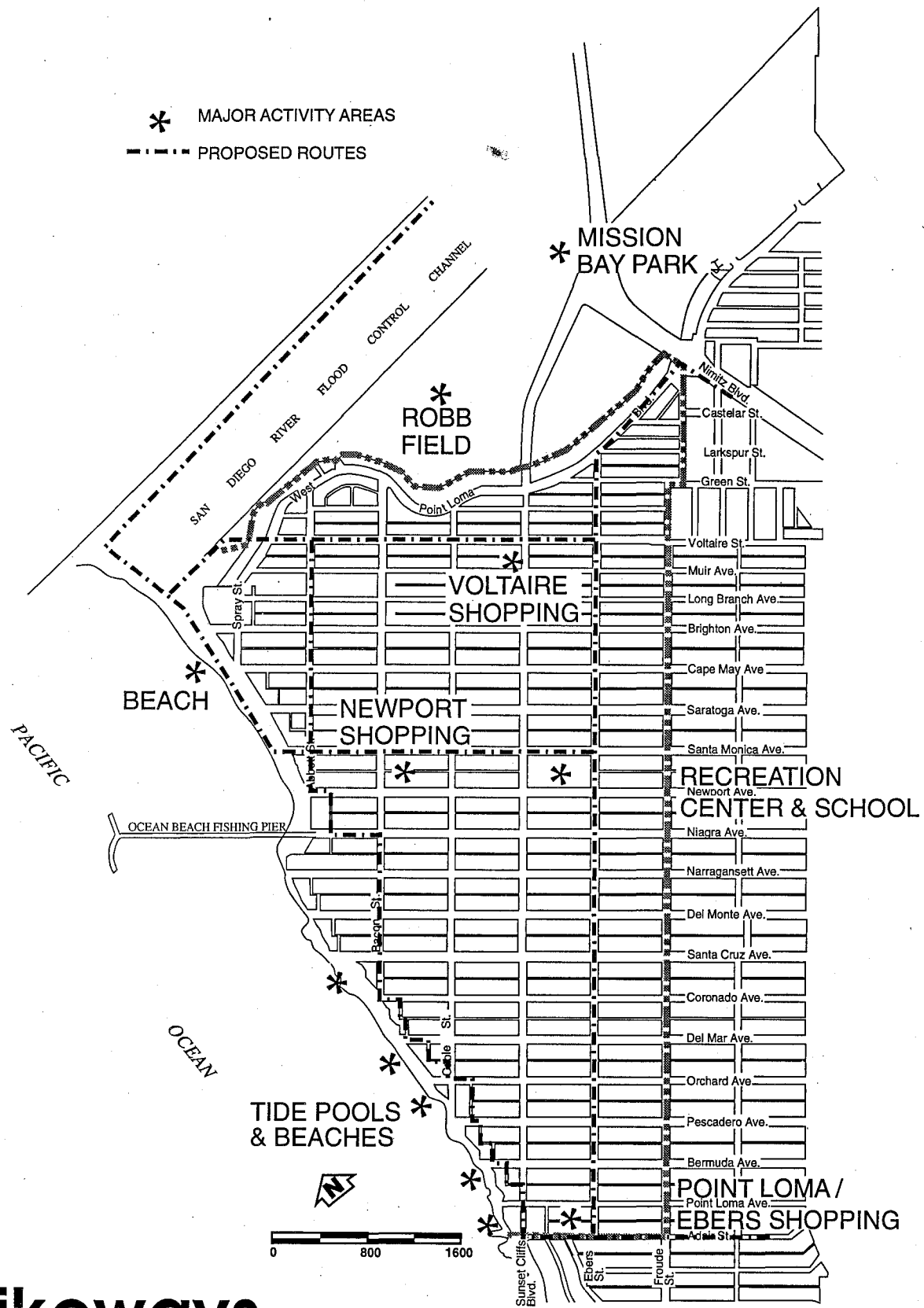
Summary of Plan Recommendation

- o That existing bus service be improved by reducing travel time and developing more direct links to various parts of San Diego.
- o That consideration be given to the establishment of a public transit system connecting Ocean Beach as directly as possible with area college campuses.
- o That intra-community transit service be established by the San Diego Transit Corporation, linking the various activity centers in Ocean Beach.
- o That, upon development of parking reservoirs at the fringe of the community, public transit be instituted to transport beach users from their cars to the beach.
- o That consideration be given to the use of the Sunset-Nimitz triangle as a terminal for a transit line in addition to park like uses. If this facility is developed, coordination with the Comprehensive Planning Organization is essential.

BIKEWAYS

The City of San Diego is presently building a City-wide system of bike-ways. The long-range goal is to link all of the communities within the City.

At present, there are only limited bikeway facilities in Ocean Beach in spite of the heavy use that the area receives by bicyclists. Route signs exist on Voltaire, Abbott, Newport west of Cable, Cable from Newport south to Orchard, Orchard east to Sunset Cliffs Boulevard, and Sunset Cliffs Boulevard south from Orchard. Bicycles are an important form of transportation by many of the residents, especially for short trips to stores or to the beach. The need for on street parking makes development of bikeways along streets extremely difficult. Care must be taken to develop a system that minimizes the conflict between bicycles and cars, both moving and parked.



bikeways

The primary need is for a north-south link through Ocean Beach, connecting Mission Bay Park with Cabrillo Point. A bikeway is being designed at present along the middle jetty (the northern boundary of the San Diego River). This path will connect to Ocean Beach from the north by crossing the sand plug in the San Diego River. A path along the south jetty is now partially complete.

The need also exists for an east-west linkage in the northern part of Ocean Beach in order to connect the coastal route with a bikeway along Nimitz Boulevard. Another east-west link should be considered in the central portion of the community, adjacent to the Newport Center. This link should tie into an inland north-south route in the vicinity of Ebers Street if an appropriate location for that route can be found. The establishment of these routes will give Ocean Beach a complete system, capable of connecting bicycle users to the various activity centers in the community.

Goals

- o To develop a system of bikeways that links Ocean Beach to the City-wide bikeway system.
- o To develop an intra-community bikeway network that links the various activity centers within Ocean Beach.

GENERAL RECOMMENDATIONS

The primary need at present is for a north-south bikeway through Ocean Beach along the coastline. This route should be established as close to the coast as feasible. This can be accomplished by developing the facility along those streets and alleyways that are immediately adjacent to the coast. Should public land be acquired in the future along the bluff tops, this would be the ideal location for a coastal bike route. On the north this bikeway should connect directly to the proposed link across the San Diego River sand plug. On the south, in order to avoid steep hills as much as possible, the bikeway should follow Adair Street to the east and then proceed south on Santa Barbara Street.

While an inland north-south route is desirable, its location is severely limited by existing circumstances. Because Sunset Cliffs Boulevard is subject to such a heavy traffic flow, and because Froude Street is isolated by relatively steep slopes, Ebers Street is the only logical location for an inland north-south link. Contingent upon the use of Ebers for bike traffic, however, is the removal of parking along both sides. This is necessary because the width of the street precludes the necessary area for vehicular movement, bike traffic, and parked cars.

An east-west link at the northern perimeter of Ocean Beach should tie into the north-south coastal link in the proximity of the point where it

crosses the south jetty of the San Diego River and enters Ocean Beach. Given the two possibilities of West Point Loma Boulevard and Voltaire Street, Voltaire is preferable because the vehicular traffic flow is much lower. Also, this location penetrates the commercial district, making this activity center directly accessible to bike users. This route should turn north on Ebers Street to West Point Loma Boulevard and then east to Nimitz.

An east-west bike route through the center of Ocean Beach should be located along Santa Monica Avenue. This is adjacent to the Newport Center, providing access by bicycle, without introducing a bikeway onto the already congested Newport Avenue.

In addition to this framework, consideration should be given to establishing bikeways along Abbott Street and along Cable between Voltaire and Santa Monica. The actual classification of such routes is subject to decisions as to whether parking can be removed from these streets.

The City of San Diego uses specific criteria in the designation of bike routes. Generally, those routes along streets are either Class III Bikeways, whereby signing is provided and bikes share right-of-way with automobiles, or Class II Bikelanes where the routes are striped apart from automobile lanes. The latter may occur either adjacent to the curb or between the parking lane and the automobile lane. In the case of Ocean Beach, the north-south coastal route should be a Class III Bikeway. Traffic along the streets and alleys adjacent to the coast is minimal, eliminating most safety problems. The inland route, along Ebers, must be a Class II Bikelane adjacent to the curb with parking removed because the narrowness of the street precludes a striped Bikelane and parking. The east-west routes along Voltaire and Santa Monica should be Class II Bikelanes striped between the traffic lane and the parking lane. Each street is wide enough to allow this situation to occur. Because of the narrower width of Adair Street, this east-west link should be a Class III Bikeway like the north-south coastal route.

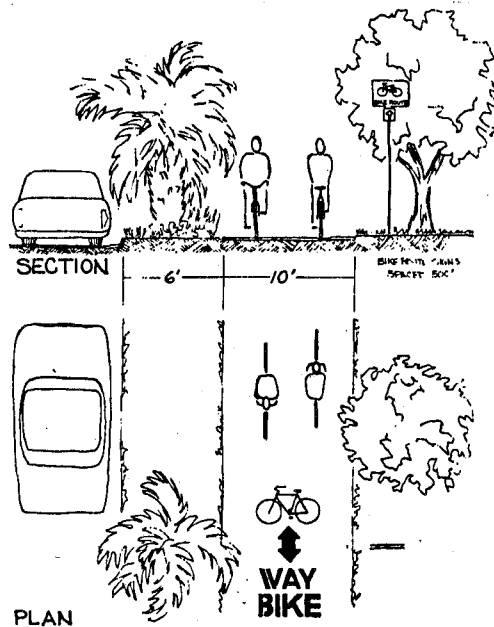
This system provides a complete bicycle network throughout Ocean Beach for use both by residents of the community and area-wide cyclists. Additional links within the community, such as Abbott and Cable, should be evaluated on a case by case basis and provided where necessary and feasible. All routes should be plainly marked and identified with directional signs for the benefit of those who use them.

Summary of Plan Recommendation

- o That a bikeway be marked adjacent to the coast the entire length of Ocean Beach.
- o That an inland north-south link be developed along Ebers Street if parking is removed.

- o That east-west links be established at the northern perimeter of Ocean Beach along Voltaire Street, along Santa Monica Avenue east to Ebers Street, and along Adair Street east to Santa Barbara Street.
- o That considerations be given to establishing routes along Abbott Street and Cable Street.
- o That adequate signs be established to identify all bikeways.

bikeway classifications

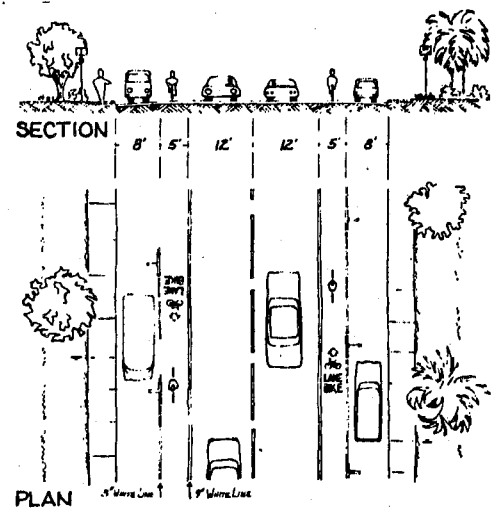


PLAN

NOTES

- MOTOR VEHICLES PROHIBITED
- PEDESTRIAN USE MINIMIZED

CLASS I • BIKE TRAIL

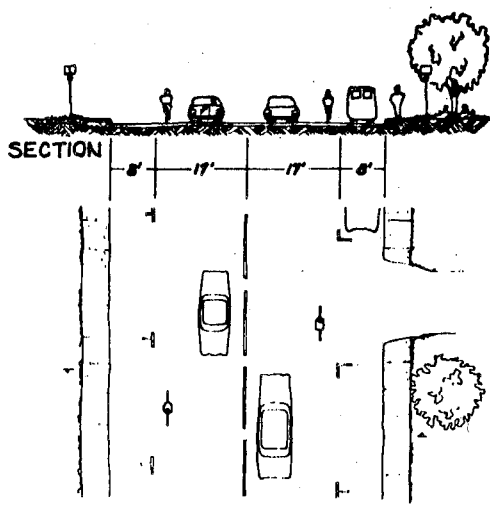


PLAN

NOTES

- MOTOR VEHICLES SEPARATED
- CURB PARKING PERMITTED
- DESIRABLE SPEED LESS THAN 40 M.P.H.

CLASS II • BIKE LANE

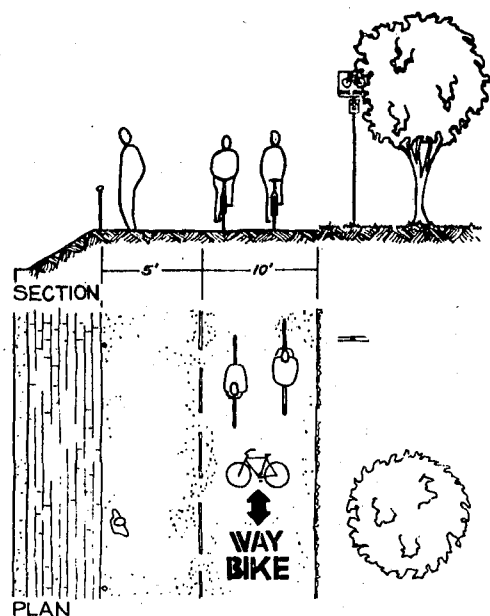


PLAN

NOTES

- MOTOR VEHICLES & BICYCLES SHARE LANE

CLASS III • BIKE WAY (A)



PLAN

NOTES

- MOTOR VEHICLES PROHIBITED
- PEDESTRIAN USE PERMITTED

CLASS III • PEDESTRIAN/BIKE PATH (B)



Community Appearance and Design Element

Ocean Beach has an identity afforded it by its topographic isolation from the rest of San Diego. The Pacific Ocean, the San Diego River, and the hills of the Point Loma Peninsula define it as a distinct community. Its physical situation, level ground and gently sloping hills unbroken by canyons, contribute to a sense of peace. The views that it affords from hillsides and along existing visual corridors are invaluable.

There are several distinctive residential districts in Ocean Beach. The two higher density areas are adjacent to the coast and separated by Newport Center. The lower density residential district lies inland, separated from the coast by the expanse of high density development. This latter area is comprised mainly of single-family homes and duplexes.

There are two major activity centers in Ocean Beach. Newport Center acts as the core of the community, providing a central commercial focus. Ocean Beach Park is the center of recreational activity, serving Ocean Beach residents and the general population of the San Diego region.

Ocean Beach also has its share of landmarks. The most notable is the ocean and the coastline. In addition, there are pocket beaches and natural coastal bluffs. The fishing pier is the best example of a man-made landmark in this seaside community.

Distinctive features worthy of preservation are the attractive cottages, abundant landscaping in certain locations, spectacular ocean and bay views, recreation opportunities, and overall diversity of physical development. Unfortunately, there is another side to the Ocean Beach environmental situation. The inherent danger of community deterioration is ever present and will continue until many basic problems are resolved. These include beach and coastal bluff erosion, deteriorating and dilapidated structures, unimaginative architectural design, encroachment of bulky buildings out of scale with the existing character of the area, vehicular congestion, pedestrian-vehicular conflict, and an enormous amount of visual clutter. Finding solutions to these dilemmas is the key to the protection and preservation of one of San Diego's more distinctive communities.

Goals

- o To protect, preserve, and enhance the natural environment of Ocean Beach.
- o To upgrade the physical character of the community.

GENERAL RECOMMENDATIONS

The coastline is a physical resource with distinct visual, psychological and functional qualities. For these reasons, the relationship of Ocean Beach to the coast should be considered carefully. The people of California have demonstrated their concern for coastal conservation by passing Proposition 20, the Coastal Zone Conservation Act, in 1972. The California Coastal Zone Conservation Commission has set as policy that the entire California coastal area should be recognized as a prime regional, state, and national resource. Virtually all of the Ocean Beach Precise Plan area falls within the 1,000' boundary of the coastal permit zone. The guidelines established by the Coastal Commission and the eventual plan, now being prepared, do and will contain important policies that should be considered in any future planning or development in Ocean Beach.

The views available from elevated areas and those adjacent to the beaches and ocean should be preserved and enhanced wherever possible. The City is presently drafting scenic hillside protection regulations that are specifically intended to aid in view preservation. The Comprehensive Planning Organization has a Coastal Vistas Map that defines such views. Development incentives should be considered to encourage removal of existing view-blocking structures and to encourage any new development or redevelopment from committing the same fault. Street trees, when planted, should be located so as to not block views upon maturity and to complement the surrounding area.

One of the primary methods of preserving and improving the physical appearance of Ocean Beach is to continue the desirable qualities which contribute to its character. One of the objectives of the residential element is that new residential construction be in the form of garden-type units, absent from excessive height and bulk and compatible with the overall existing character of the community. It is also important to preserve those existing structures that add to the charm of the area. A policy of the Coastal Commission is that new development shall be compatible with existing structures in terms of finished materials, colors and structured elements. Since most of the Ocean Beach Precise Plan area falls within the 1,000' coastal permit zone, this particular policy presently comes under their purview. Detailed development standards should be established in order to insure the preservation of the physical community.

The major goal of the Commercial Element is to maintain the distinct and compact nature of existing commercial centers. Newport Center should continue as the cultural heart of the community. Its pedestrian orientation should be strengthened. The design of existing and new buildings should reflect the scale and character of the existing center. Specific criteria should be developed to insure this occurrence.

Additional sign criteria should be developed that is specifically designed to enhance the character of the Ocean Beach community. Signs in the Newport commercial center, for example, should be of a small scale, giving information and direction to the pedestrian and slow-moving cars. Other criteria should detail the size of signs, materials, textures, lettering styles, and layout of the copy. Off premise advertising signs should be specifically prohibited.

Some major utilities have been undergrounded in Ocean Beach. Most of the community would benefit from an undergrounding program, specifically along heavily traversed streets. In some residential areas, however, the streets have been successfully landscaped to soften the look of poles and wires, or the lines have been located in alleys. In these instances, other environmental problems should receive a higher priority.

General landscaping recommendations exist within the individual elements of this plan. More specific criteria should be developed, including a list of vegetation types best suited to the beach community. Such criteria should be disseminated through Ocean Beach. These criteria should be coordinated with landscape guidelines of the San Diego Coast Regional Commission. Landscaping should be composed of vegetation and other natural features. All plant material should be maintained in a healthy, growing condition.

Elements such as beachfront promenades, bikeways, benches, signs, street lights, telephone booths, fountains, drinking fountains, mail boxes, trash cans, bike racks, railings, sidewalks, planter boxes, play equipment, fire hydrants, and paving material all act together to establish the visual quality of an area. Where they are located and designed haphazardly they add visual confusion and clutter to an area. All such elements should exist in a coordinated manner, and should be designed to relate to each other and to the community in order to enhance visual quality. Street furniture should relate physically and functionally to the user. These items, although small in size, can be the accent necessary to insure that the community projects a positive image.

Summary of Plan Recommendation

- o That future planning and development preserve the integrity of the coastline the length of Ocean Beach.
- o That views available from elevated areas and those adjacent to the beaches and ocean be preserved and enhanced wherever possible.
- o That detailed development standards be established in order to insure the preservation of the character of the residential community.

- o That specific criteria be developed in order to preserve the overall scale and character of existing commercial districts.
- o That detailed sign criteria be developed to insure that off premise advertising signs are prohibited and signs in general enhance the Ocean Beach community.
- o That utility undergrounding proceed on a systematic basis throughout Ocean Beach.
- o That specific landscaping criteria be developed.
- o That street furniture be designed and provided to enhance the Ocean Beach physical environment.
- o That street trees be located so as not to block views upon maturity and to complement the surrounding area.

Implementation Element

The Ocean Beach Precise Plan sets forth goals and proposals for the continuing development of the community. The Plan, however, is only a step in the process of achieving the most desirable living environment for the area. In order to be meaningful, the goals of the Plan must be realized. The means of accomplishing goals is through implementation of plan proposals which is primarily the responsibility of the Community itself, through its Planning Organization.

The first section of the Implementation Element details the plan maintenance responsibility. The following section is an account of the proposals of the Plan, suggested priorities for carrying them out, details of the type of action necessary for implementation and suggestions as to necessary financing.

The Plan belongs to the people of the Ocean Beach Community. Implementation of its recommendations is primarily their responsibility. With citizen initiative and governmental cooperation, the goals of the Plan will be realized.

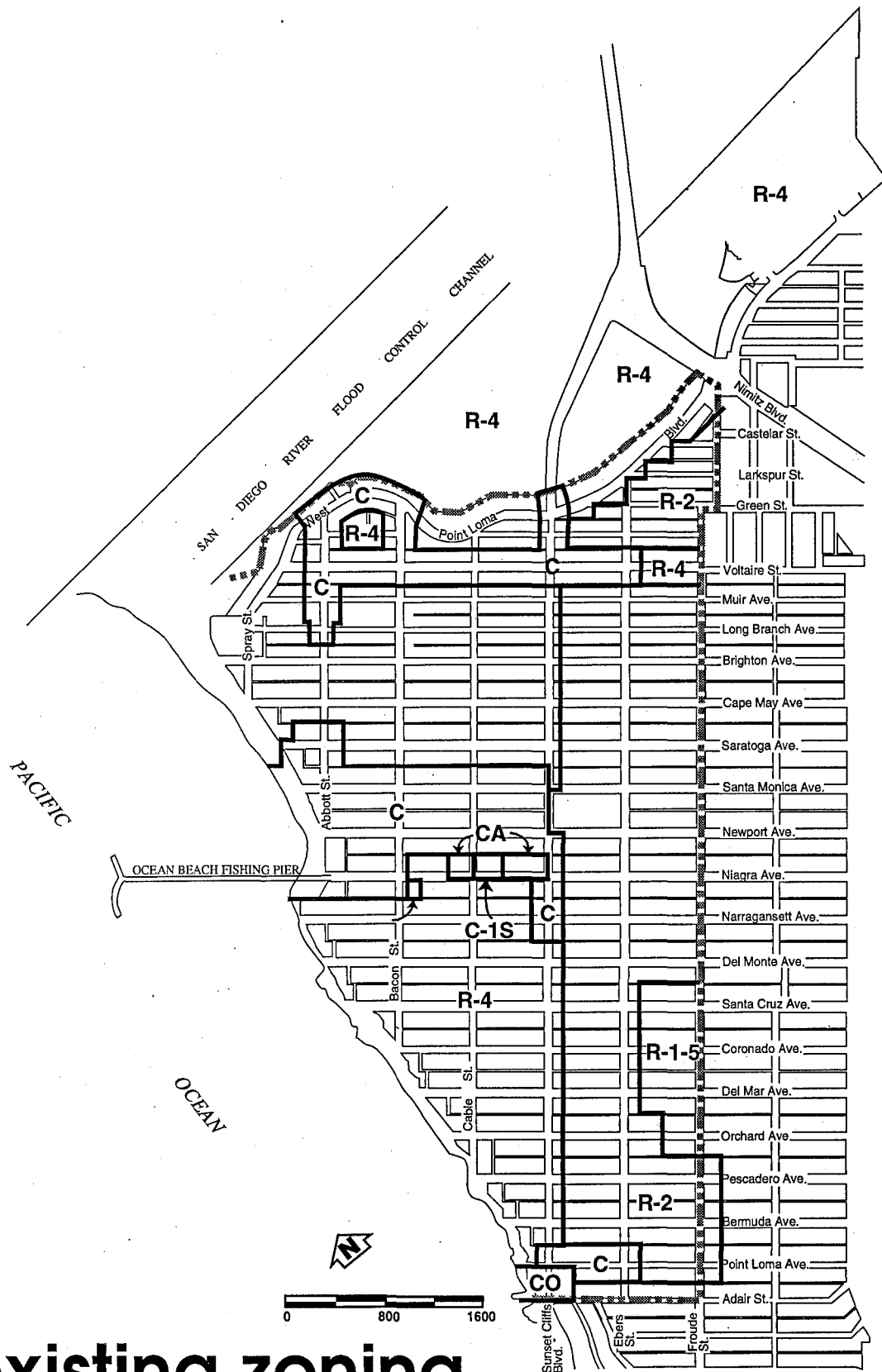
PRECISE PLAN MAINTENANCE

A citizen's committee in Ocean Beach should continue to function, with its primary responsibility being the implementation of the Plan. Its work should include initiating action based on proposals of the Plan, monitoring all development activity in Ocean Beach, conducting general meetings periodically within the Community in order to raise the consciousness of the people relative to the planning and implementation efforts and to obtain public opinion, and to act as a liaison between the citizens and the government. The new committee, formed for purposes of implementing the Plan, should be elected by the citizens of Ocean Beach in a democratic fashion using a process monitored by a neutral party to be appointed by the Mayor and Council.

The City should make every effort to aid and encourage the community in carrying out its activities. Staff time should be allocated in order to provide assistance when necessary. All decisions made by the City regarding the Ocean Beach Community should necessarily involve the citizens of the Community.

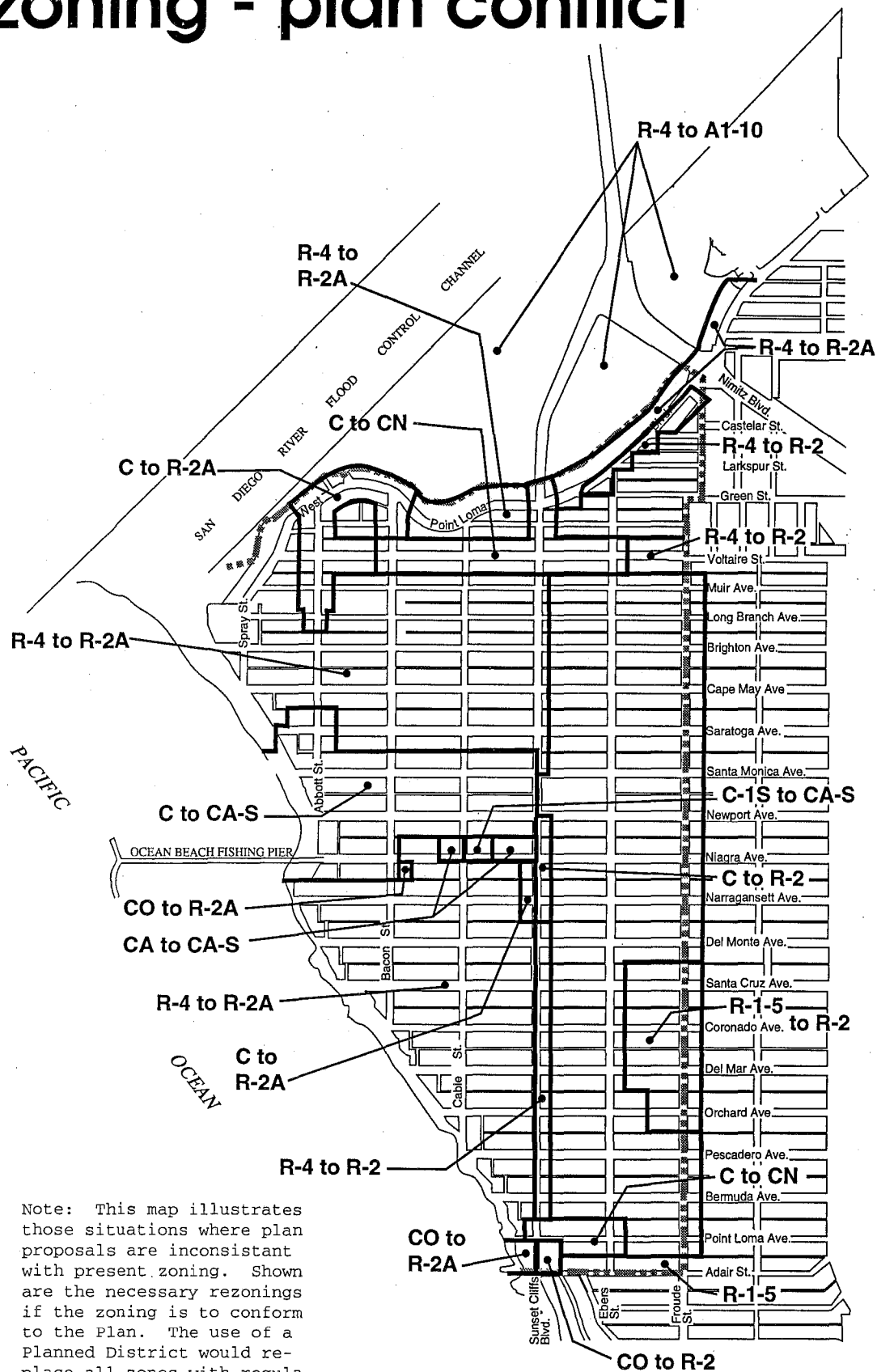
PRECISE PLAN PROPOSALS

The recommendations of the Precise Plan are summarized in the following tables. An effort has been made to assign priorities to all proposals in terms of their overall importance.

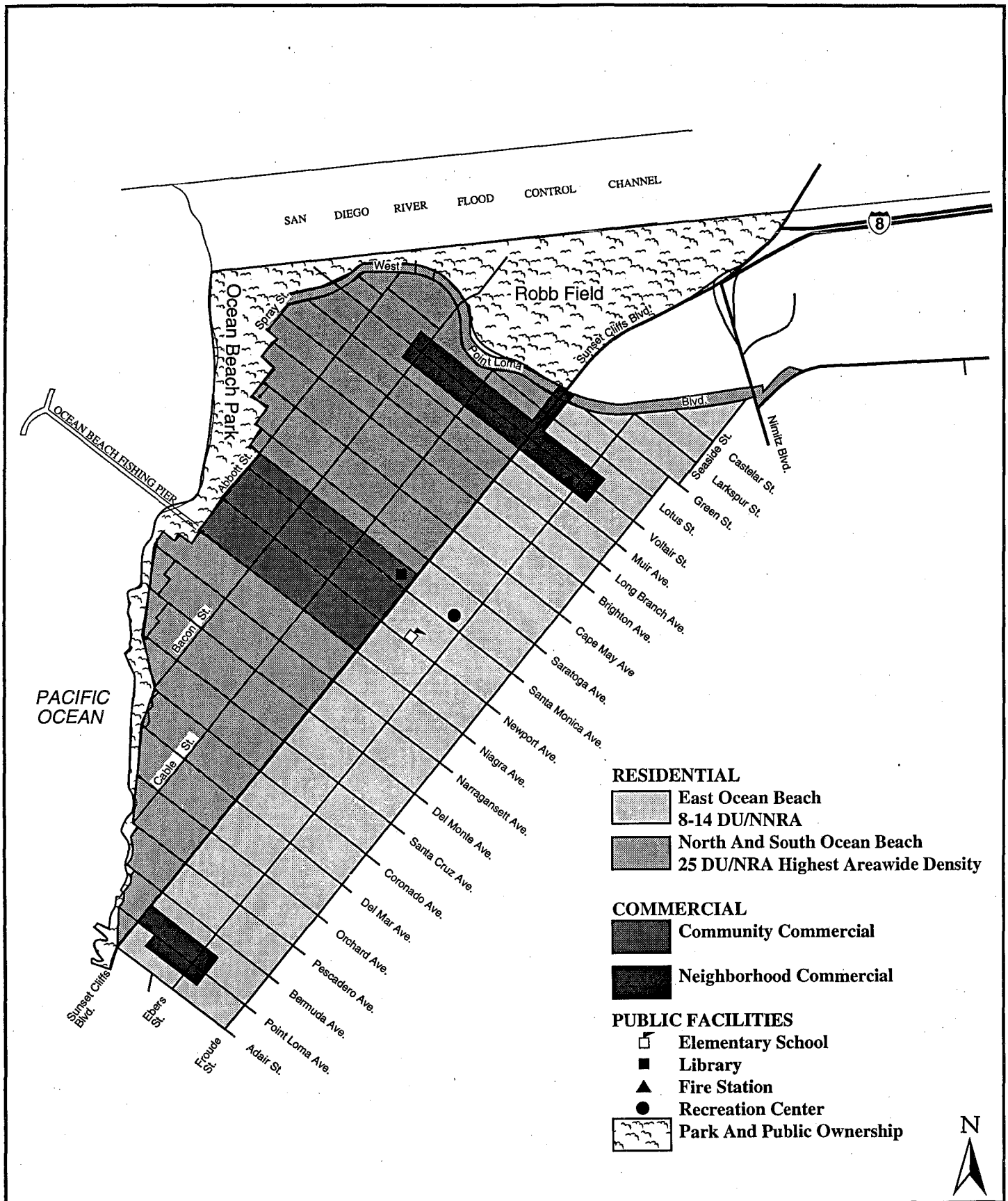


existing zoning

zoning - plan conflict



Note: This map illustrates those situations where plan proposals are inconsistent with present zoning. Shown are the necessary rezonings if the zoning is to conform to the Plan. The use of a Planned District would replace all zones with regulations tailored to Ocean Beach. The content of district regulations would be similar but different from the zone proposals shown on the map.



10-4-95 JAA



Ocean Beach Precise Plan
 Ocean Beach Precise Plan Area
 City of San Diego Planning Department

Summary of Plan Recommendations

RESIDENTIAL ELEMENT

	Proposal	Priority	Action	Financing
1.	Develop special development regulations to replace existing zoning. Reduce permitted density. Revise yard, coverage and F.A.R. requirements. Establish new height limitations. Increase parking regulations. Develop landscaping requirements.	Immediate	Write Planned District legislation. Adopt legislation.	No Capital Outlay. City staff time.
2.	Encourage the maintenance of lower income housing through minor rehabilitation of sub-standard housing.	Short range	Examine use of incentives to maintain a reasonable housing price. Identify areas of need for rehabilitation. Disperse information to property owners and residents regarding violations of health, safety and sanitation. Determine most efficient and less costly method of correcting violations.	No Capital Outlay. Cost to be borne by property owners.
3.	Develop an Affirmative Action program to inform persons of existing housing choices, and to inform builders and developers of available housing programs.	Short range	Assemble information on available housing. Disperse information to persons of all income levels. Assemble information on available housing programs. Disperse information to potential builders.	No Capital Outlay. City staff time. Printing costs.
4.	Study the relationship of assessment practices to development in Ocean Beach.	Mid range	Examine the practices and techniques used in assessing Ocean Beach property. Investigate the use of existing tax programs in order to fulfill community goals. Propose revisions to local assessment practices if warranted. Propose change in tax laws if warranted.	No Capital Outlay. City staff time.

COMMERCIAL ELEMENT

Proposal	Priority	Necessary Action	Financing
1. Reduce the amount of land zoned for commercial uses.	Short range	Write Planned District legislation. Adopt legislation.	No Capital Outlay. City staff time.
2. Maintain existing commercial centers as follows: a. Newport Avenue as the major Ocean Beach activity center. b. Voltaire Street and Point Loma Avenue as neighborhood centers.	Continuing	Monitor situation.	No Capital Outlay.
3. Encourage upgrading of physical appearance, compatibility of new development with existing character, and presence of mixed uses in all three commercial areas.	Continuing	Work with property owners, developers, realtors and business persons. Investigate possible application of special development and design regulations.	No Capital Outlay. City staff time.
4. Create specific development criteria to replace existing zoning regulations. Establish FAR, height limitation and coverage regulations. Limit facade width to 50'. Apply sign regulations. Establish special parking and access requirements. Increase landscaping requirements.	Immediate	Write Planned District legislation. Adopt legislation.	No Capital Outlay. City staff time.

PUBLIC FACILITIES ELEMENT

Proposal	Priority	Action	Financing
<u>Parks and Recreation</u>			
1. Provide safe public access to the beaches and permit only natural trails down the bluffs.	Immediate	Initiate program.	Possible Capital Outlay. City staff time.
2. Establish a sand replenishment program for Ocean Beach Park utilizing excess sand dredged from San Diego River.	Immediate and Ongoing	Initiate and coordinate program with appropriate City departments and U.S. Army Corps of Engineers.	Capital Outlay. City staff time.
3. Maintain tide pools, cliffs and street-end beaches between the pier and Adair Street in a natural state.	Ongoing	Prohibit alteration.	No Capital Outlay.
4. Provide for visual access along the coastline.	Ongoing	Establish view protection regulations.	City staff time.
5. Prohibit bluff-top construction where cliff erosion would result.	Immediate	Classify areas of high erosion potential. Adopt appropriate policies and legislation.	No Capital Outlay. Staff time.
6. Maintain and enhance San Diego River Channel as a natural wildlife sanctuary.	Ongoing & mid-range	Develop City policy and program.	Capital Outlay. City staff time.
7. Maintain programs of beach cleaning and expand as needed.	Ongoing	Initiate program.	Capital Outlay.
8. Improve lifeguard facilities.	Short range	Schedule into CIP.	Capital Outlay.
9. Maintain Ocean Beach pier and its facilities and create a program to stimulate fishing activity.	Ongoing and Short range	Investigate methods for increasing fishing program. Initiate program.	City staff time. Capital Outlay.

Proposal	Priority	Action	Financing
<u>Parks and Recreation (cont'd.)</u>			
10. Construct addition to the Ocean Beach Recreation Center. Design the Center to conserve outdoor space and facilities.	Mid-range	Design studies to be done. Construct addition.	Capital Outlay. City staff time.
11. Dedicate and improve Collier East and Collier West park sites for park use.	Short range	Gain approval of the Park and Recreation Board. Schedule into CIP.	Eventual Capital Outlay. City staff time.
<u>Community Human Services</u>			
Continuation of In-Between and similar public service facilities.	Continuing	Public and private support.	Various revenue sources.
<u>Education</u>			
1. Promote lower student/teacher ratio and provide special education programs in all schools.	Long range	Community residents and School District to work together to develop and support the proposal.	No Capital Outlay.
2. Provide a general school library at Ocean Beach Elementary School.	Mid-range	Responsibility of School District.	
<u>Library</u>			
1. Maintain upgrading and volume addition to the Ocean Beach Public Branch Library.	Continuing	Promote increased funding.	Capital Outlay.
<u>Fire Department</u>			
1. Maintain adequate levels of fire protection and fire prevention programs.	Continuing		Capital Outlay.
Expand fire prevention program to include broader public education and communication.	Short range	Responsibility of fire department and citizens' groups.	City staff time.

Proposal	Priority	Action	Financing
<u>Health</u>			
1. Continued financial support of Beach Area Community Clinic.	Ongoing	Promote funding.	Gov't. revenue.
2. Consider establishing a Free Clinic or Medical Clinic Branch in Ocean Beach.	Mid-range	Study feasibility of proposal.	None.
<u>Police</u>			
1. Continue Police Community Relations section of the City Police Department and maintain police-community relations office in Ocean Beach.	Continuing	Community-City liaison efforts.	None
<u>Public Utilities</u>			
1. Underground utilities.	Mid-range.	Seek scheduling of undergrounding utilities, determine cost and solicit support from property owners.	SDG&E Probable Assessment District.

TRANSPORTATION ELEMENT

Proposal	Priority	Action	Financing
<u>Vehicular Considerations</u>			
1. Restrict parking on Sunset Cliffs Blvd. during peak hours.	Short range	City traffic engineers to initiate program.	City staff time.
2. Consider possible creation of Sunset Cliff-Cable one-way pair.	As need arises	Community initiated action.	Capital Outlay.
3. Expedite existing traffic flow in and around Newport Center & residential area.	Immediate	Use directional signing.	Minor Capital Outlay.
4. Consider possibility of creating pedestrian mall along Newport Avenue between Sunset Cliffs and Bacon when parking needs are provided by other means.	Long range	Property owners initiated action.	Assessment District.
5. Consider removing parking along selected streets. Consider narrowing or eliminating through traffic on certain local residential streets.	Short range	Community initiated action.	Capital Outlay.
<u>Parking</u>			
1. Increase offstreet parking requirements in new residential developments to 2 spaces/unit.	Immediate	To be included in special development regulations for residential land use in Ocean Beach.	City staff time.
2. Require new commercial development to provide 1 space/ 500 ft. of floor area.	Immediate	To be included in special development regulations for commercial land use in Ocean Beach.	City staff time.
3. Consider standards on off-street parking district for the Newport Center.	Long range	Community initiated action.	Assessment District.

Proposal	Priority	Action	Financing
<u>Parking cont'd.</u>			
4. Develop a parking reservoir at northern entrance to Ocean Beach concurrently with a shuttle service from reservoir to beach.	Mid-range	Determine the demand for parking spaces for recreational use, both short and long range. Determine the cost for various alternatives. Analyze alternative methods of financing. Implement the most feasible solution.	Regional funding. Possible fee for use of facility. City staff time.

Transit Considerations

1. Improve bus service by reducing travel time and developing more direct links to other parts of the City.	Short range	Reduce numbers of stops.	Minor Capital Outlay by Transit Corp.
2. Institute intra-community transit service.	Mid-range	Develop and implement plan.	Capital Outlay by Transit Corp.

Bikeways

1. Build bikeways throughout the community.	Short range	Prepare and implement final plans.	Minor Capital Outlay.
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COMMUNITY APPEARANCE AND DESIGN ELEMENT

Proposal	Priority	Action	Financing
1. Preserve and enhance views from elevated areas and along the coastline.	Immediate and Continuing	Develop view protection regulations. Adopt.	City staff time.
2. Prepare detailed development standards for residential and commercial areas.	Short range	Prepare criteria and adopt. Distribute manual to all persons seeking to improve property in Ocean Beach.	City staff time. Printing cost.
3. Prepare sign criteria.	Short range	Develop criteria; adopt criteria; distribute to all persons and business using identification signs.	City staff time. Printing cost.
4. Prepare landscaping criteria.	Short range	Distribute to residents and property owners.	City staff time. Printing cost.

APPENDIX

Demographic Characteristics

Statistics should never be taken as totally defining of an area, physically or socially. It requires long personal association with a community to learn all its nuances of actual day-to-day life. Statistics can, however, be used to outline and give a good introduction to the physical and social structure of an area.

In addition, specific data categories may be used to shed light on specific considerations, e.g. the type and size of families concentrated in a community. The basic categories of population and housing data presented below were compiled with these points in mind, and provide a good introduction to the physical and social community of Ocean Beach.

As with all plan elements, demographic data is subject to change over time, and should be reviewed and updated periodically to give a true picture of an area. The data below is based on the 1970 census. The relevant indications and conclusions accompanying this data remain valid in Ocean Beach for 1974.

TABLE I

POPULATION SIZE, OCEAN BEACH

Year	Population
1960	11,476
1970	11,432
1972	11,900
1973	11,800

The total population in Ocean Beach has not changed appreciably since 1960, and in fact, decreased from 1972 to 1973, even while the City of San Diego has been growing rapidly in recent years. Stability in sheer numbers, however, does not necessarily mean a stability of residents. Table II compares Ocean Beach to the City as a whole, presenting the length of population residence.

Source: 1970 U.S. Census of Population, and Data Services, San Diego City Planning Department.

TABLE II
PERSONS BY YEAR MOVED INTO UNITS

	1969- 1970	1965- 1968	1960- 1964	1950- 1959	1949, Before	Always lived there	Total
Ocean Beach	53%	27%	8%	7%	4%	1%	100%
City	36%	32%	14%	12%	3%	3%	100%

Ocean Beach has a significantly higher rate of resident turnover than the whole City, even while the number of persons has remained stable. This is in keeping with the community's function as a summer tourist haven, with high rents forcing out many winter residents. This turnover rate is augmented by the high proportion of college students and navy men in the population, since both these are relatively mobile. About 14% of all men and women in Ocean Beach are in college, and nearly 95% of those are below the age of 35. 13% of all Ocean Beach men are in the armed services.

Source: 1970 U.S. Census of Population

TABLE III

POPULATION BY SEX AND AGE

MALE:	0-5	5-10	10-15	15-20	20-25	25-35	35-45	45-55	55-65	65-75	Older
Ocean Beach	7%	3%	3%	6%	25%	28%	7%	8%	6%	5%	2%
City	8%	9%	9%	13%	14%	13%	11%	10%	7%	4%	2%
FEMALE:	0-5	5-10	10-15	15-20	20-25	25-35	35-45	45-55	55-65	65-75	Older
Ocean Beach	7%	3%	3%	8%	23%	14%	8%	10%	9%	8%	7%
City	8%	9%	9%	9%	10%	13%	11%	11%	9%	6%	5%

Table III's breakdown by age and sex, comparing the City and Ocean Beach, shows how those in the 20 to 35 year range make up the bulk of the beach community. This group of young adults is made up of not just students and navy men, but by many other types as well, including young married couples and single persons.

Also significant is the proportion of senior citizens in Ocean Beach. Most of these are long-term residents, often with considerable emotional and material investment in the community. Thus, Ocean Beach in its population composition is similar to many modern urban neighborhoods where senior citizens and younger adults, for various economic and social reasons, make their homes in the same area.

Source: 1970 U.S. Census of Population

TABLE IV
POPULATION BY RACE

	White	Black	Spanish American	Others	Total
Ocean Beach	89%	.5%	99%	1.5%	100%
City	76%	8%	13%	3%	100%

As shown in Table IV, Ocean Beach is a racially homogenous community. In both Ocean Beach and the City as a whole, the largest racial minority is those of Spanish American heritage. Those minority persons who do live in Ocean Beach are concentrated in the northwest section, the area with the heaviest youth composition and highest rate of resident turnover.

Such a lack of racial and ethnic variety, however, does not mean a cultural dullness for this beachside community. A number of social factors, including the wide separation of dominant age groups, the wide scope of sub-cultural types, and the rapid rate of population turnover in Ocean Beach are responsible not only for much of the unsettledness of the community but also for much of the dynamic attraction and "charm" which visitors come to experience.

Source: 1970 U. S. Census of Population

TABLE V
TYPE OF FAMILY AND NUMBER OF CHILDREN

	Ocean Beach	City
Husband-Wife Families	83%	84%
Children per Family	.5	1.2
Families with Other Male Head	3%	2%
Children per Family	.5	.7
Families with Female Head	14%	14%
Children per Family	1.1	1.6
ALL FAMILIES	100%	100%
Children per Family	.6	1.2

TABLE VI
RATIO, UNRELATED PERSONS PER FAMILY

	Unrelated persons per family
Ocean Beach	1.2
City	.8

Table V compares community and city-wide statistics for family type and composition. The City and Ocean Beach have almost identical proportions of the three different family types, as well as nearly equal proportions of married adults living together to the whole population (Ocean Beach = .26; City = .25). Despite this, Table VI shows that Ocean Beach has many more non-family persons than the city. For every 100 families, the city has about 80 non-family persons while Ocean Beach has about 120. This is possible because Ocean Beach has far fewer children per family (.6) than does the city (1.2). Thus, while Ocean Beach is an enclave for single young adults and non-family persons, it has as many families, proportionally, as the city. Significantly, as many of those families are in the 20-35 year range as the other age ranges in Ocean Beach.

Source: 1970 U.S. Census of Population.

TABLE VII

EDUCATION: YEARS OF SCHOOL
COMPLETED, PERSONS 25 YEARS AND OLDER

	Ocean Beach	City
None	1%	1%
Elementary: 1-4 years	1%	2%
5-7 years	5%	5%
8 years	8%	8%
High School: 1-3 years	18%	17%
4 years	31%	33%
College: 1-3 years	18%	18%
4 years	18%	18%
Total	100%	100%
Median Years Completed	12.6	12.5
% High School Graduates	68%	56%

Source: 1970 Census of Population

TABLE VIII

EMPLOYMENT STATUS: PERCENT OF
TOTAL WORKING FORCE IN PROFESSIONAL, TECHNICAL
MANAGERIAL, ADMINISTRATIVE, AND KINDRED POSITIONS.

Ocean Beach	29%
City	30%

TABLE IX

INCOME STATUS: MEAN INCOME OF
FAMILY UNITS AND NON-FAMILY PERSONS.

	Ocean Beach	City
Families	\$7,490	\$11,664
Unrelated individuals	\$4,396	\$ 3,950
Both	\$6,022	\$ 8,205

The above tables on education, employment and income show that Ocean Beach, while a community of somewhat higher education than San Diego as a whole, nevertheless is a community of no higher employment status and considerably lower income.

This is undoubtedly due to the large number of young, not yet established, adults in the community and is augmented by the relatively large proportion of senior citizens. Neither of these two groups can be expected to be among the highest income producers. Table IX shows income levels for families, non-family persons, and for the total combined. It illustrates that while Ocean Beach as a whole has a lower income level than the City, non-family persons, who make up a considerable portion of the community, have an income somewhat higher than their counterpart city-wide. Families in Ocean Beach, however, make considerably less in yearly income than the City average. The younger age of married couples in the community, relative to San Diego, undoubtedly is a large determinant of this lower level of family income.

Source: 1970 Census of Population.

TABLE X
MEANS OF TRANSPORTATION TO WORK

	Own Car	Passenger in Private Car	Bus	Walk	Other	Work at Home
Ocean Beach	76%	11%	3%	5%	4%	1%
City	67%	9%	3%	14%	5%	2%

San Diego is heavily auto oriented in its means of transportation. 75% of the City's workers get to work in either their own car or a car pool. Although Ocean Beach as a community is much more pedestrian-oriented, the great majority of persons in the community who work must travel outside the area to get to their jobs. Ocean Beach, although it has an attractive and quaint commercial sector, is primarily a residential area and cannot provide enough jobs to employ its working residents. Consequently, 86 percent of those who live in Ocean Beach and work get to their jobs in private cars. Significantly, over 14% of all City workers walk to work while only 5% of those in Ocean Beach do.

Source: 1970 U.S. Census of Population.

TABLE XI

HOUSING: TENURE*

	Total No. of Occupied Units	Owned	Cooperatives or Condominiums	Rented, Cash	Rented, Not Cash
Ocean Beach	5,669	18%	0%	81%	1%
City	235,656	51%	1%	47%	1%

*Note: This particular table will reflect a change in the condominium category when updated to 1974, since these in Ocean Beach are a growing phenomenon. However, the basic indications of this table discussed below remain the same.

Table XI illustrates that while San Diego is still a City largely of owner-occupied single family homes, Ocean Beach is one community where 82% of all living units are rented. Absentee landlordism is also common in the community. Consequently, the problems and concerns on both residents and property owners in Ocean Beach are quite different from those of the average San Diegan in areas such as the upkeep and costs of upkeep of any particular unit, and the use of property as purely a speculative medium.

Source: 1970 U.S. Census of Housing

TABLE XII

HOUSING: STRUCTURE AGE BY
YEAR STRUCTURE BUILT,
PERCENT OF ALL OCCUPIED UNITS

	1969- 1970	1965- 1968	1960- 1964	1950- 1959	1940- 1949	Before 1929
Ocean Beach	6%	10%	12%	31%	22%	19%
City	6%	10%	14%	28%	17%	25%

Ocean Beach is one of the older residential communities in San Diego. Table XII illustrates the fairly even rate of new unit construction over the years, which has resulted in a wide variety of housing types and architectural styles from beach cottages, to small single family homes and duplexes, to condominiums and block apartments. Together with the variety and individuality of landscaping designs which are evident in Ocean Beach, this range of housing type and design provides housing suited to the desires of many different types of people, and adds to the charm of the community.

Source: 1970 U.S. Census of Housing.

TABLE XIII

PERSONS PER UNIT

Ocean Beach	2.0
City	2.9

TABLE XIV

PERSONS PER ROOM

	.5	.51-.75	.76-1.00	1.01-1.5	1.51-2.00	2.01	Total
Ocean Beach	57%	26%	13%	2%	1%	1%	100%
City	51%	23%	19%	5%	1%	1%	100%

Although Ocean Beach is one of the most densely developed communities in the City in terms of dwelling units per acre, it has significantly fewer persons per home or apartment. Even though the average dwelling unit in the community has fewer rooms than the City-wide average, there are still appreciably fewer persons per room in Ocean Beach than in the City generally. This is a natural consequence of the smaller family size (fewer children per family) and the large number of single persons in the community.

Source: 1970 U.S. Census of Housing.

TABLE XV
RATE OF HOUSING OCCUPANCY

	Total Units	Occupied Units	Occupied/Total
Ocean Beach	6,070	5,669	93%
City	241,010	227,006	94%

Housing in Ocean Beach tends to be a seller's market, with a high percentage of total year-round housing units occupied.

Source: 1970 U.S. Census of Housing.

TABLE XVI
OWNER-OCCUPIED HOME VALUES

	Ocean Beach	City
Total No. of Units	868	105,550
\$5000 and less	1%	1%
5000-7499	2%	1%
7500-9999	4%	2%
1000-14999	20%	10%
15000-19999	28%	24%
20000-24999	23%	25%
25000-34999	15%	21%
35000-49999	5%	11%
50000 up	2%	6%
TOTAL	100%	100%
MEDIAN	\$19,402	\$22,500

TABLE XVII
RENTAL VALUES

	Ocean Beach	City
Total No. of Units	4630	111,338
\$30 and less	1%	1%
30-39	1%	1%
40-59	2%	5%
60-79	10%	14%
80-99	17%	17%
100-149	49%	38%
150-199	16%	15%
200-249	2%	4%
250 and up	1%	3%
No cash rent	1%	2%
TOTAL	100%	100%
MEDIAN	\$119	\$113

These tables on home values and rents show that, while the value of single family homes in Ocean Beach are somewhat less than the City average, rental costs in the community are appreciably higher. Keeping in mind that both types of dwelling units are smaller in both lot size and number of rooms than the City norm, this means that the average resident in Ocean Beach is paying for living in a desirable, beach-side community.

Due to factors of rising construction costs and new City building requirements, new construction has reached somewhat of a moratorium during the last fiscal year. With the growing condominium phenomenon, however, and as the national and local economies permit profitable new building, both rental costs and the price of buying a new home in Ocean Beach should be expected to increase.

Source: 1970 U.S. Census of Housing.

Coast Commission

Included, herein, is a summary of the general findings and goals of the California Coastal Plan. The Plan, as of this printing, has yet to be submitted to the State Legislature. They may accept, amend, or reject any of its findings. The specific impact of the Plan upon Ocean Beach can be explained by calling the San Diego Coast Regional Commission.

MAJOR FINDINGS AND POLICY RECOMMENDATIONS

The essence of the Coastal Plan is that the coast should be treated not as ordinary real estate but as a unique place, where conservation and special kinds of development should have priority. Coastal resources are limited; meeting human needs while safeguarding the coast will require special measures.

The Plan's 162 policy recommendations form the framework of a management program concerned with both natural and manmade coastal resources.

- . The Plan actively promotes: productive agriculture, viable communities and neighborhoods, expansion of commercial fishing activity and fisheries research, acquisition of additional parklands, restoration of degraded coastal environments, and continued development of existing ports and marinas.
- . The Plan seeks to achieve balance where there is a competition among goals, such as where increasing coastal access competes with resources protection, where economic development conflicts with conservation, where urban expansion competes with the retention of natural areas, or where short-run gains result in the forfeiture of long-run economic benefits.
- . The Plan is highly restrictive in its control over the dredging and filling of coastal wetlands, its protection of areas of unusual natural or historic value, and in its regulation of activities that involve substantial environmental risk or the loss of productive agricultural or forest lands.

BASIC GOALS FOR COASTAL PLANNING

Findings

The California Coastal Zone Conservation Act declares that the coastal zone is a distinct and valuable natural resource, and requires that planning for conservation and development be consistent with all of the following objectives:

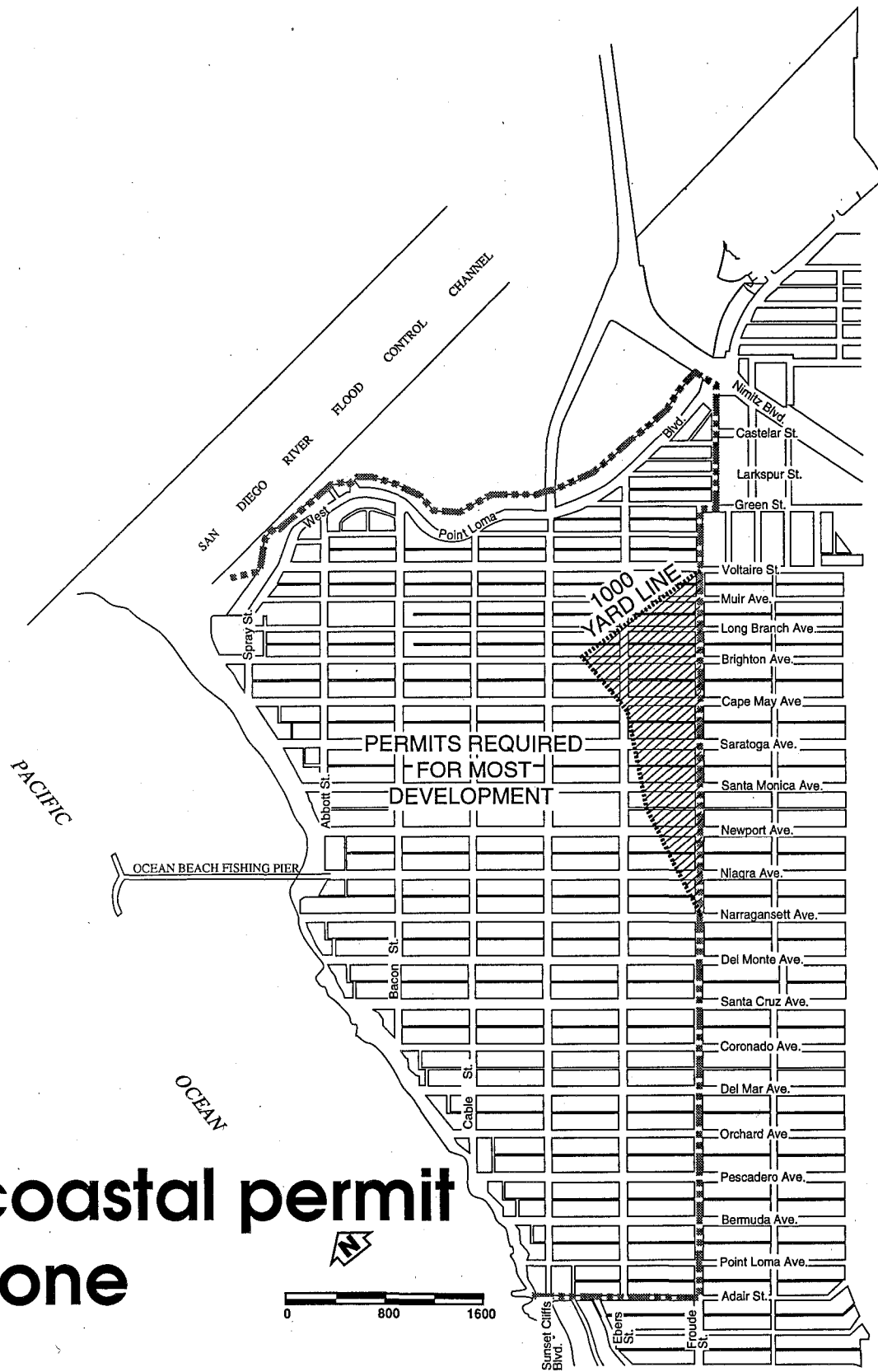
- . The maintenance, restoration, enhancement of the overall quality of the coastal zone environment, including, but not limited to, its amenities and aesthetic values;
- . The continued existence of optimum populations of all species of living organisms;
- . The orderly balanced utilization and preservation, consistent with sound conservation principles, of all living and non-living coastal zone resources; and
- . The avoidance of irreversible and irretrievable commitments of coastal zone resources.

Policy

The basic goals for conservation and development in the coastal zone shall be:

- (1) protect, enhance, and restore the natural resources of the coast;
- (2) protect, enhance, and restore the manmade resources of the coast - the special communities and neighborhoods that have unique cultural, historic, and aesthetic qualities;
- (3) give priority to coastal-dependent development - uses of land and water that by their very nature require coastal sites - over other development on the coast;
- (4) maximize access to the coast for people of all income ranges, consistent with the protection of coastal resources; and
- (5) encourage orderly, balanced development that avoids wasteful sprawl by concentrating new growth in already-developed areas with adequate public services or in other areas near major employment centers consistent with resource protection policies.

coastal permit zone



Partial Development Criteria*

OCEAN BEACH

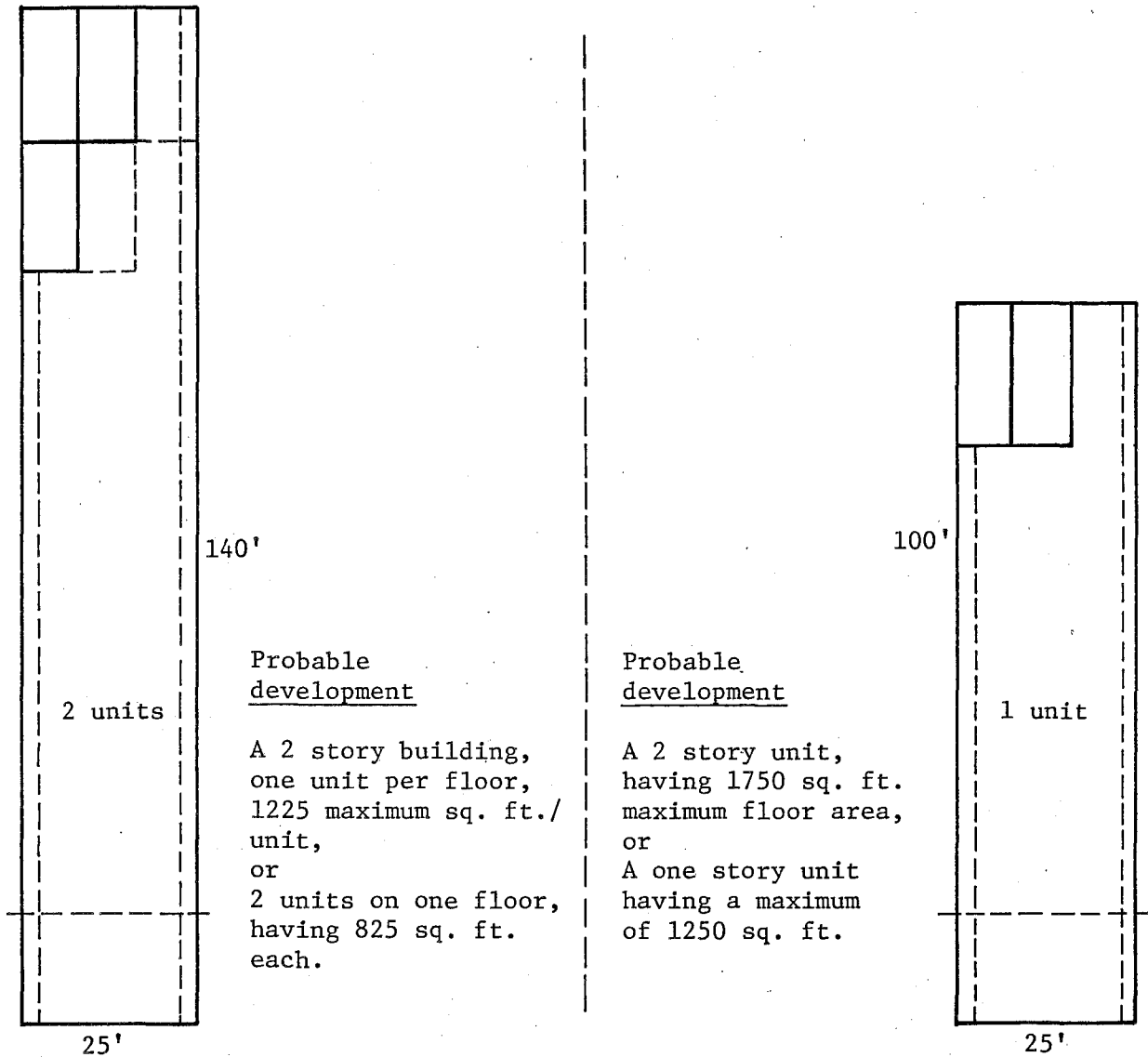
*Dwelling units permitted on typical lots. For development at 38 DU/AC additional criteria may be required. See page 16.

Lot Size	1 Unit/ 1750 sq. ft. (25 DU/AC)	1 Unit/ 1150 sq. ft. (38 DU/AC)
$\frac{25 \times 100}{(2500 \text{ sq. ft.})}$	1	2
$\frac{50 \times 100}{(5000 \text{ sq. ft.})}$	2	4
$\frac{25 \times 140}{(3500 \text{ sq. ft.})}$	2	3
$\frac{50 \times 140}{(7000 \text{ sq. ft.})}$	4	6
$\frac{40 \times 100}{(4000 \text{ sq. ft.})}$	2	3
$\frac{40 \times 86}{(3440 \text{ sq. ft.})}$	1	2
$\frac{25 \times 129}{(3225 \text{ sq. ft.})}$	1	2

OCEAN BEACH

Illustrative or typical density proposal

25 dwelling units/acre (one unit for every 1750 sq. ft. lot area)



FAR - .7

Parking - 2 spaces/unit, tandem acceptable but only w/alley access.

Yards - front - 15'

interior side - 3'

rear - 0' except as required for auto maneuverability

Height - 24' with a maximum of 2 stories

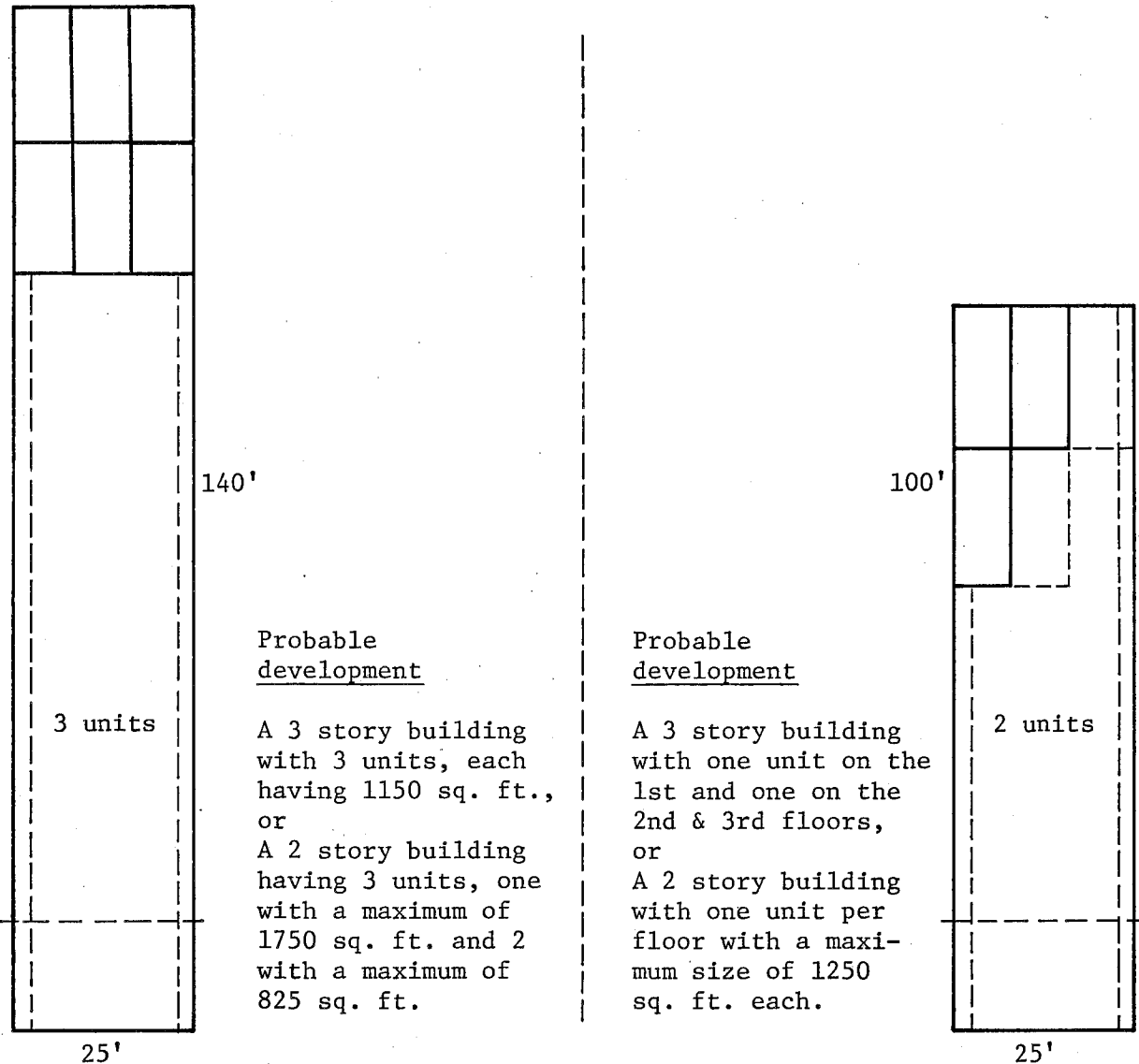
Landscaping - 20% of the total lot, 60% of the required front yard

Lot coverage - 50%

OCEAN BEACH

Illustrative or typical density proposal

38 dwelling units/acre (one unit for every 1150 sq. ft. lot area)*



FAR = 1.0

Parking - 2 spaces/unit, tandem acceptable but only with alley access.

Yards - front - 15'

interior side - 3' (one or two stories), 4' (3 stories)

rear - 0' except as required for auto maneuverability

Height - 35' with a maximum of 3 stories

Landscaping - 20% of the total lot. 60% of the required front yard.

Lot coverage - 50%

*See qualifications regarding other criteria that may be required, page 16.

Population Yield

Existing Data

The community is divided into three distinct residential areas, namely, the northern, southern, and eastern areas. The north area is west of Sunset Cliffs Boulevard and north of the Newport commercial center. The south area is also west of Sunset Cliffs but is south of the Newport commercial center. All the area east of Sunset Cliffs is the east area.

The existing data is:

TABLE I

Acres	Net Acres	DU's	Pop.	Average Household Size	DU/AC
North	82.0	2300	4600	2.0	27.7
South	58.0	1650	3000	1.8	28.5
East	140.0	1950	3500	1.8	14.0
Total	280.0	5900	11,100		

Methodology

As outlined in the plan, only two distinct density proposals exist based on the development of the present lot sizes. These are 25 and 38 dwelling units per acre. Combinations of these applied to each area represent all possibilities for potential population within the community.

	<u>North</u>	<u>South</u>
(Existing)	27	28
	25	25
	25	38
	38	25
	38	38

The possibility of 25 DU/AC may appear odd given that both the north and south areas are presently developed to a higher density. This exists due to the fact that in both areas many lots are presently developed to less than 25 DU/AC. An increase in population, therefore, is still possible at the 25 DU/AC proposal.

Computations have been made as to the number of additional units that would be permitted to develop for the different density proposals. In summary we have:

TABLE 2

Comb.	Acres	DU	Pop.	East DU	East Pop.	Total Pop.
Exist	140	3950	7600	1950	3500	11,100
25-25	140	4100	8200	1950	3500	11,700
25-38	140	4620	9250	1950	3500	12,750
38-25	140	4775	9550	1950	3500	13,050
38-38	140	5300	10,600	1950	3500	14,100

Economics of Taxation

The purpose of this appendix is to detail the impact that various taxation policies and procedures have upon land development and ownership patterns in Ocean Beach. Some of this material serves as a basis for proposals included in the Precise Plan.

COUNTY ASSESSMENT PROCEDURE

The County of San Diego's Assessor's Office is vested with the authority to assess all real and personal property in the County. The assessor is charged with the responsibility of providing equity of assessment. Similar properties similarly located must be equally assessed. A number of methods are used in order to determine the best estimate of market value. A sales method reviews sales of properties having similar characteristics such as use, age, condition, square footage, and location. A capitalization of income method can be used on rental properties. By using this method the monthly rent schedule is multiplied by an assigned factor to determine market value as indicated by the income of the property. Replacement costs methods involve detailed measurements of the buildings and other improvements on the property. When the total improvement costs are thus determined, they are depreciated according to their age and condition.

Land value is usually assessed on a square foot, front foot on per acre basis. Pertinent data for land comparisons are such things as zoning, location, topography, accessibility, and view. Location and zoning are generally the two major factors influencing land values. When the values for land and improvements are determined, they are combined to form a total property value.

The State Board of Equalization sets forth the standards for assessments. Basically, all property is assessed at 25 percent of its "fair market cash value." For example, if in the opinion of the assessor, a property has a fair market value of \$20,000 then the assessment would be 25 percent or \$5,000. The assessor's interpretation of fair market value, however, tends to be as much as 20% lower than the actual sales prices because of the 2 or 3 year lag in assessments behind actual market activity. The County Board of Supervisors, after receiving the yearly budgets of the various taxing agencies, determines the necessary tax rates. These tax rates are the dollar levy for each \$100 of assessed valuation. At the present time the total is about \$10 per hundred. This would mean a tax bill of about \$500 for a property with a fair market value of \$20,000 assessed at \$5,000.

FEDERAL AND STATE INCOME TAXATION

While local tax assessments vary according to the character of the property, federal taxes vary principally with the income of the taxpayer. Two provisions of federal taxation have a direct impact upon the process of land development. First, accelerated depreciation for rental and business buildings encourage the development of those types of buildings. Further, because there is more evidence of improvement value (such as construction costs and repair bills) local assessors may tend to allocate more of the total value to the building which can result in an under-assessment on the land, which is not depreciable.

Second, the capital gains tax provision provides an incentive for land speculation. Profits of land held for 6 months or more are subject to federal long term capital gains taxation at about one-half of the rate for regular income. Thus there is a built-in inducement for upper income groups to invest in land in order to enjoy these tax benefits.

MARKET IMPACT UPON DEVELOPMENT

The free interplay of the real estate market in Ocean Beach has a tremendous impact upon the nature of development. Private land use decisions are seldom based upon community goals but rather upon maximizing the individual's return on a given piece of property. The result of this kind of motivation takes the form of either intense development or pure speculation. In speculating, property is held with the hope that increases in value will result in a considerable profit on the original investment when it is eventually sold. If the property contains minor improvements, they may be left to deteriorate because the eventual redevelopment of the property would involve their removal anyway. The value of property is in the land, not the improvements. Any minor improvement to the property, then, would not be recovered financially when the property exchanged hands. In Ocean Beach, this results in a large number of inexpensive residential dwelling units that will continue in use until the cost of owning the property (taxes, maintenance, mortgage) becomes greater than the income, at which time it will either be renovated or redeveloped in order to increase the economic return. Another stigma upon redevelopment involves present structures that are built to a greater intensity than the new regulations would allow. These structures are likely to remain because redevelopment would result in less intensive use of the property.

There is some question, however, as to whether assessments should be permitted to continue to rise in line with market activity. These assessments are about the only control available upon the free market in Ocean Beach. An undesirable result of increasing assessments is that property serving a need in its present use is sometimes forced into development or redevelopment. An example of this might be the need for lower cost housing in the case of developed property. These needs are usually not realized because these types of uses provide an insufficient

return on the land. In other cases, an owner desiring to keep property simple to live on may be forced to sell because of rising taxes. Because of these types of situations, it is necessary to study the feasibility of adjusting assessments so that they might be used to influence land use decisions in line with adopted community goals.

Ocean Beach is affected continuously by the types of economic pressures described above. Decisions on the nature and timing of development activity are predicated on market conditions. Rarely can a decision be made based simply upon whatever is "best" for the community. It is possible, however, to use the process of taxation to change development patterns, at least to a minor extent. This possibility needs to be investigated fully.

San Diego River Dredging

Study Objectives

The objectives of this study were to determine the need for dredging the mouth of the San Diego River and to review, evaluate, compare and rank the various aspects of sand disposal in order to obtain the most beneficial use of a valuable natural resource.

The basis for comparison and ranking of the alternative plans was the ability of each to achieve City, regional and coastal goals, and to satisfy engineering, economic, planning and environmental objectives.

Description of Alternative Plans

The evaluation of the need to dredge the San Diego River mouth and five alternative plans concerning the use of the sand are evaluated and compared in this report. The possibility of not dredging the channel and its consequences has been discussed with oceanographers and Army Corps of Engineers personnel, and the results of these discussions are included.

In brief, the five alternatives are described as follows:

1. Status Quo (no action alternative) - No dredging would be done, leaving the river mouth in its present condition.
2. Mission-Pacific Beach Replenishment - Approximately 600,000 cubic yards of soil would be dredged from the San Diego River mouth and transported by pipeline to construct and replenish beaches between Tourmaline Canyon and Pacific Beach Drive in Mission-Pacific Beach.
3. Mission Bay Park - Beach Construction, Replenishment and Stockpiling - approximately 600,000 cubic yards of sand would be dredged from the river mouth and transported by pipeline to a City-owned parcel east of Seaworld for stockpiling. Sand would be transported by truck from the stockpile area to construct an additional beach in the Crescent Cove area of Mission Bay Park, between the Catamaran Hotel and Moorland Drive, upon the determination, in 1976, that this area is to be used for public beach. Remaining sand from the stockpile area would be used to dress up existing beach areas in the park.
4. Sunset Cliffs Shoreline - Groin and Beach Construction in Ocean Beach between Santa Cruz and Osprey Streets - Approximately 600,000 cubic yards of sand would be dredged from the San Diego River mouth and transported by pipeline to construct a beach between Santa Cruz and Osprey Street in Ocean Beach. Four quarry rock groins would also be built, to retain this beach in the segment of shoreline. As additional 120,000 cubic yards of sand,

needed for completing this beach, would be pumped either from offshore or from future Mission Bay Channel dredging.

5. Shoreline of former USIU - Cal Western Campus - Groin and Beach Construction - Approximately 600,000 cubic yards of sand would be dredged from the river mouth, stockpiled south of the lease, then transported by truck to construct a beach approximately 1400 feet in length. The remaining sand would be pumped to a City-owned parcel east of Seaworld, for stockpiling and future beach replenishment in Mission Bay Park.

Parking Reservoir-Financial Analysis

The capital costs for a 1,000 car surface parking lot would be \$500,000. The land area needed is $7\frac{1}{2}$ acres. Operating costs are \$100,000 per year. The tram system, or 2 mini-busses would cost \$70,000. The operating cost would be \$60,000 per year, assuming that the service is provided 10 hours per day, 30 days per month, at an average of 12 miles covered per hour. Amortizing the capital costs at 7% for 30 years, and adding this to the annual operating cost yields a total annual cost of \$200,000 per year. Assuming further that there are 6,500 private parking spaces ($\frac{1}{2}$ per person) to be surcharged, this would cost about \$30 per (private) parking space per year. (Any fees charged to the user would defer costs of the system, but would also decrease patronage.)

LOCAL COASTAL PROGRAM ADDENDUM

On November 25, 1980, the San Diego City Council adopted the Ocean Beach Precise Plan Local Coastal Program Addendum by Resolution Number 253199, and thereby Incorporated the Addendum into the Ocean Beach Precise Plan.

OCEAN BEACH PRECISE PLAN
LOCAL COASTAL PROGRAM ADDENDUM

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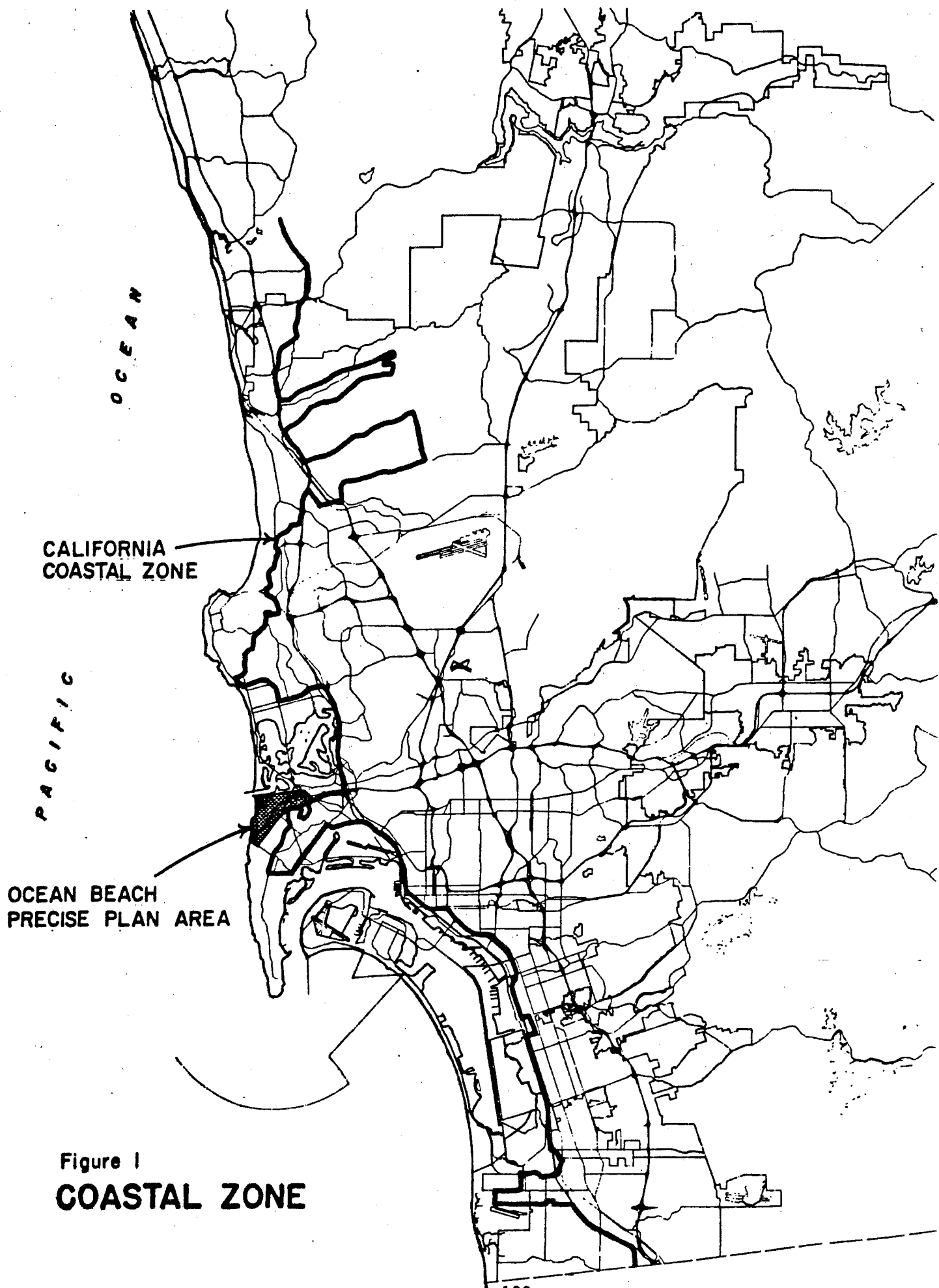
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I. INTRODUCTION

Background

The Peninsula Community Plan adopted in June 1968, recommended the preparation of a precise plan for the community of Ocean Beach. As a result, several planning efforts were undertaken involving community groups and The City of San Diego Planning Department staff, which culminated in the Ocean Beach Precise Plan. On April 2, 1975, the Planning Commission approved the precise plan under Resolution No. 277. Subsequently on July 3, 1975, the San Diego City Council adopted the Ocean Beach Precise Plan and concurrently amended the Peninsula Community Plan under Resolution No. 213739.

During the preparation of the precise plan, the voters of the State of California approved the Coastal Initiative (Proposition 20) in November 1972. The goals and objectives embodied in the initiative and resultant guidelines were incorporated into the Ocean Beach Precise Plan as they became available prior to the Plan's adoption in 1975. Subsequently, the California State Legislature approved the California Coastal Act of 1976, which went into effect on January 1, 1977. In addition to giving permanence to the State Coastal Commission, Section 30500 of this act requires that the local government prepare a Local Coastal Program (LCP). The preparation of the LCP is intended to bring the local government's planning process into conformance with the policies and provisions of the Coastal Act. The LCP process can be broken down into three relatively distinct phases: issue identification, land use plan, and implementing ordinances. As permitted by the Coastal Act, the City has chosen to segment its total LCP. The Ocean Beach Precise Plan is one such segment.



Issue Identification

During 1977 and 1978, The City of San Diego submitted Issue Identification and Segmentation requests to the Coastal Commission. The City's request for Segmentation and Issue Identification of the Ocean Beach Precise Plan area was approved by the Coastal Commission on June 21, 1979. The Geographic Segmentation and Issue Identification Report is included in Appendix A.

The following key issues were identified in the Geographic Segmentation and Issue Identification Report:

1. The protection of existing housing opportunities for persons of low/moderate income and the provision, where feasible, of new housing for persons of both low and moderate income.
2. Use of Pueblo Lot 212 and resolution of the extent of public tidelands.
3. The resolution of natural erosion problems at Sunset Cliffs in a manner which maximizes shoreline access, which is environmentally and aesthetically sensitive, and which is acceptable to a majority of the community.
4. The control of bluff top development and erosion related to human use.
5. Traffic congestion, inadequate public transportation, and parking problems.
6. Protection of environmentally sensitive habitat areas in the vicinity of Sunset Cliffs and the Famosa Slough Channel.
7. The maintenance and provision of safe access at Sunset Cliffs and the inclusion, in the land use plan, of a "specific public access component" for the community.
8. Preservation of the existing character and scale of development and reduction of visual clutter in commercial areas.
9. The provision of new visitor and recreational facilities for low and moderate income families.

Land Use (Precise) Plan

On October 2, 1979, The City of San Diego submitted its existing 1975 Ocean Beach Precise Plan as the Land Use Plan portion of the LCP to the California Coastal Commission for the Commission's review and certification, as required by Section 30512 of the Coastal Act. In addition to this Plan, the City presented supportive reports identifying areas in the Plan which addressed the identified issues.

On May 22, 1980, the State Coastal Commission certified the land use plan as a segment of the City's overall LCP. As part of the Coastal Commission's certification, several conditions of approval were imposed adding further plan specificity and clarification. This Addendum was developed in response to those conditions in order to further clarify objectives and implementation guidelines existing in the Plan, and to provide the specificity required by the Coastal Commission.

The Addendum is structured to address, specifically, issues discussed in the following elements of the Precise Plan: Residential Land Use and Housing, Commercial, Public Facilities, Transportation, and Community Appearance and Design. The areas requiring more detailed background information and specificity within the context of the adopted Plan elements, as translated into Coastal Act policy terminology, include:

1. Shoreline Public Access (Public Facilities Element, Transportation Element, and Community Appearance and Design Element)
2. Recreation and Visitor-Serving Facilities (Public Facilities Element, Commercial Element, and Community Appearance and Design Element)
3. Shoreline Development (Public Facilities Element)
4. Locating and Planning New Development (Residential Land Use and Housing Element, Transportation Element and Commercial Element)
5. Coastal Visual Resources (Community Appearance and Design Element, Residential Land Use and Housing Element, and Commercial Element)

In this Addendum, the discussion of these issues will focus on the Precise Plan references, goal and recommendation specificity, and clarification of future implementation techniques.

Coastal Conservancy Assistance

It is recognized that certain resource areas in the Ocean Beach community may require further public attention to ensure their protection and enhancement. Included in this concern are:

1. Areas where unused and/or subdivided lots require consolidation or redesign to permit appropriate land uses;
2. Sensitive coastal resource areas which are experiencing some form of deterioration or development pressure;
3. Degraded or less than pristine wetlands; and
4. Areas which are well suited for visitor-commercial and recreational facilities.

The State Coastal Conservancy should be considered for possible assistance in addressing these and other concerns which are discussed throughout the LCP.

II. SHORELINE PUBLIC ACCESS

Section 30500(a) of the Coastal Act requires a specific public access component in the land use plan. The following discussion incorporates the references to coastal access as presented in the 1975 precise plan for Ocean Beach, and amplifies these plan references with further clarification of access ways and implementation techniques.

Background:

In the Parks and Recreation portion of the Public Facilities Element, the precise plan recognizes the need to maintain public access to the beaches. Ocean Beach Park is noted as a regional resource utilized by community residents, San Diegans in general, and visitors from outside the region. In addition, Sunset Cliffs and its street-end beaches are recognized as a shoreline asset. However, the fragile nature of the natural bluffs is noted as a concern in constructing public access improvements in these areas. The possible conflict between optimal public accessibility and maintenance of the "neighborhood" atmosphere is cited in relation to the park, beach, and cliff resources of the community.

In the Transportation Element, the Plan outlines the problem of "a street system designed years too soon to anticipate the nature of present demands." The automobile is de-emphasized as the major means to accommodate future increases in the intra-community and area-wide traffic. Parking, transit, and bikeway proposals focus on the transport of beach users to the ocean edge.

The Plan also discusses the preservation and enhancement of the natural environment and the physical character of Ocean Beach in the Community Appearance and Design Element. Visual access from the community to the shoreline is considered an important aspect of carefully relating Ocean Beach to the coast.

The locations of shoreline recreational areas and proposed transportation services are summarized in Figure 2. This figure is a composite of information from Public Facilities and Transportation Element maps already included in the Precise Plan.

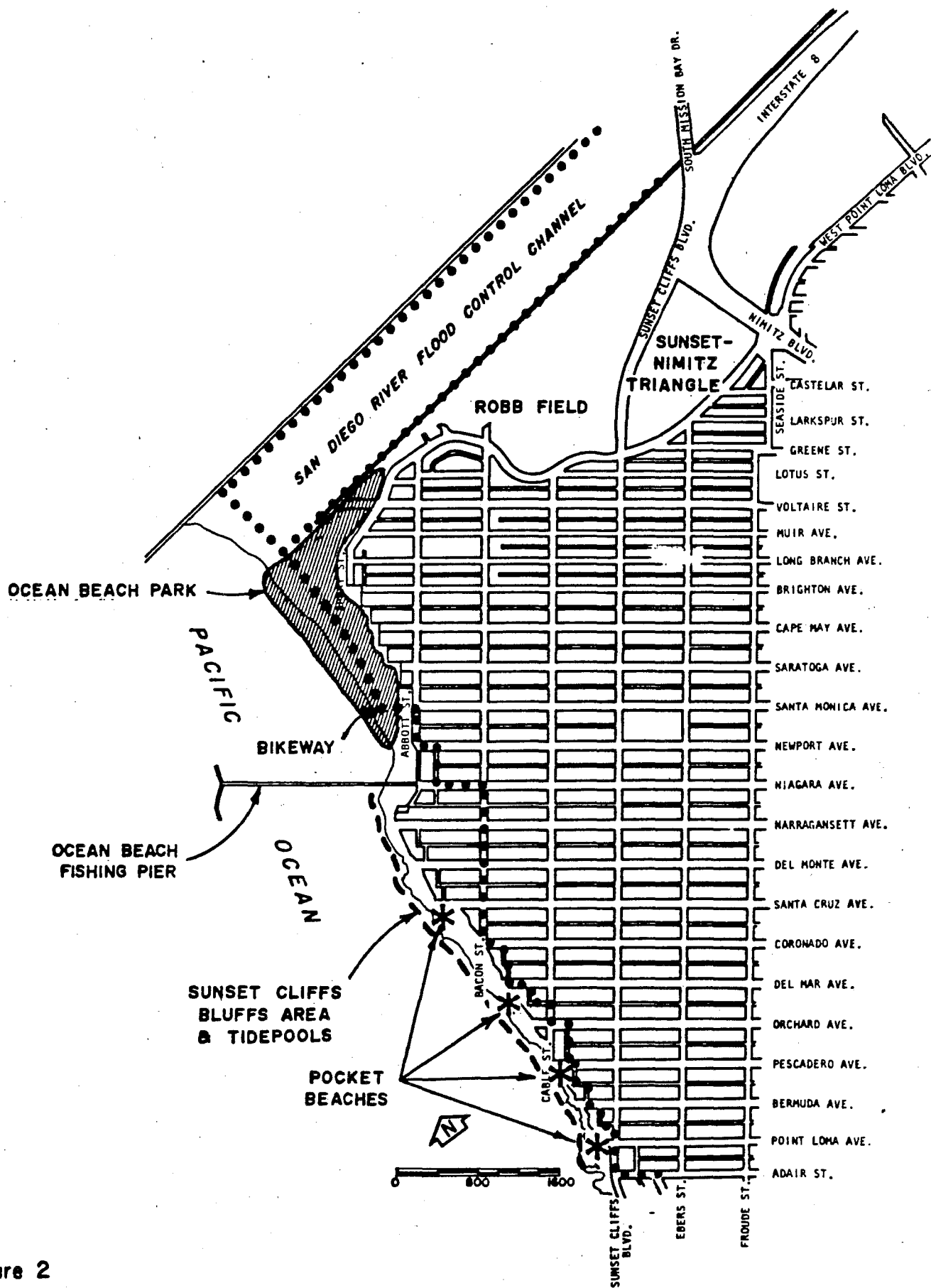


Figure 2
COASTAL-ORIENTED FACILITIES

Plan Goals:

"RETAIN AND EXPAND THE SAFE AVAILABILITY OF OCEAN BEACH PARK TO THE PUBLIC WHILE RETAINING AND ENHANCING THE RESIDENTIAL CHARACTER OF STREETS AND HOMES IN OCEAN BEACH." (Page 38)

"DISCOURAGE AUTOMOBILE USE FOR SHORTER INTRA-COMMUNITY TRIPS THROUGH THE ENCOURAGEMENT OF PUBLIC TRANSIT, BICYCLE AND PEDESTRIAN TRAFFIC." (Page 66)

"THE DEVELOPMENT OF INCREASED RECREATIONAL PARKING WITH MINIMUM DISRUPTION TO THE EXISTING COMMUNITY." (Page 70)

"THE CONTINUING DEVELOPMENT OF AN EXPANDED INTRA-COMMUNITY, MINIMUM COST, PUBLIC-TRANSIT SERVICE IN ORDER TO TRANSPORT BEACH USERS FROM THEIR AUTOMOBILES TO THE WATER AND TO DISTRIBUTE RESIDENTS THROUGHOUT THE COMMUNITY." (Page 73)

"TO DEVELOP AN INTRA-COMMUNITY BIKEWAY NETWORK THAT LINKS THE VARIOUS ACTIVITY CENTERS WITHIN OCEAN BEACH." (Page 76)

"TO PROTECT, PRESERVE, AND ENHANCE THE NATURAL ENVIRONMENT OF OCEAN BEACH." (Page 81)

Plan Recommendations:

A. General Access

"THAT ALL BEACHES BE EASILY ACCESSIBLE TO THE GENERAL PUBLIC." (Page 42)

"THAT PUBLIC ACCESS TO BEACHES AND THE SHORELINE BE PROTECTED, FIRST BY CLEARLY ESTABLISHING PUBLIC ACCESS AND USE RIGHTS, AND SECOND BY REQUIRING NEW DEVELOPMENTS TO PROVIDE VISUAL AND PHYSICAL ACCESS." (Page 42)

The Plan discusses establishing public access in greater detail:

"FURTHER, (1) PUBLIC ACCESS FROM THE NEAREST PUBLIC THOROUGHFARE TO THE COASTLINE SHOULD BE PROVIDED IN NEW DEVELOPMENTS (BY THE DEDICATION OF AN ACCESS EASEMENT OR FEE TITLE TO AN ACCESS WAY TO A PUBLIC AGENCY OR BY THE RECORDING OF A DEED RESTRICTION GUARANTEEING ACCESS ACROSS THE PROPERTY), OR (2) WHERE ADDITIONAL PUBLIC ACCESS

IS INAPPROPRIATE (E.G. WHERE ADEQUATE ACCESS EXISTS NEARBY, WHERE TOPOGRAPHY MAKES ACCESS DANGEROUS, WHERE THE PROPOSED DEVELOPMENT OR DIVISION OF LAND IS TOO SMALL TO INCLUDE AN ACCESS WAY, OR WHERE THE COASTAL RESOURCES ARE TOO FRAGILE TO ACCOMMODATE GENERAL PUBLIC USE), THE DEVELOPER SHOULD PAY AN "IN LIEU" FEE EQUAL TO THE COST OF OBTAINING REASONABLE ACCESS AT FAIR MARKET VALUE ACROSS THE PROPERTY, TO A FUND FOR THE ACQUISITION OF PUBLIC ACCESS ELSEWHERE."
(Page 39)

"THAT A REGIONAL ACCESS AND USE MANAGEMENT SYSTEM, AS PROPOSED BY THE COAST REGIONAL COMMISSION, BE INSTITUTED." (Page 42)

The Plan calls for the regulation of "BEACH ACCESS AND USE THROUGH THE NUMBER AND LOCATION OF PUBLIC IMPROVEMENTS SUCH AS ACCESS POINTS, STAIRWAYS, AND PARKING AREAS." (Pages 39-40)

B. Trails

"THAT ACCESS DOWN THE CLIFFS BE LIMITED TO SAFE, NATURAL TRAILS IN STABLE GEOLOGIC AREAS, AND EXISTING TRAILS RECEIVE IMPROVEMENTS ONLY WHERE NEEDED TO INSURE SAFETY." (Page 42)

The Plan states that any trail improvements should respect the integrity of the natural bluffs. (Page 40)

C. Parking Provisions

"THAT BEACH USER PARKING BE ACCOMMODATED THROUGH THE DEVELOPMENT OF A PARKING RESERVOIR AT THE NORTHERN ENTRANCE TO OCEAN BEACH, AND THAT A SHUTTLE SERVICE BE USED TO TRANSPORT PEOPLE FROM THEIR CARS TO THE BEACH." (Page 72)

The Plan explains: "THE PARKING RESERVOIR CONCEPT IS PROPOSED IN LIEU OF THE EXPANSION OF PARKING DIRECTLY ON THE BEACH, WHICH WOULD REMOVE DESIRED BEACH AREA WHILE CREATING VISUAL BLIGHT ADJACENT TO THE COAST. SUCH A RESERVOIR MUST BE DEVELOPED IN CONJUNCTION WITH SOME FORM OF MINI-BUS SERVICE TO THE BEACH IN ORDER FOR IT TO BE EFFECTIVELY USED." (Page 39)

and, "RATHER THAN ENCOURAGING THROUGH TRAFFIC OR PRE-EMPTYING LAND ADJACENT TO THE BEACH FOR ADDITIONAL PARKING, RESERVOIRS SHOULD BE ESTABLISHED AT THE ENTRANCE TO THE COMMUNITY." (Page 71) The Plan proposes the Sunset-Nimitz Triangle as a joint public park and parking reservoir, with transit and pedestrian linkages.

"THAT, UPON DEVELOPMENT OF PARKING RESERVOIRS AT THE FRINGE OF THE COMMUNITY, PUBLIC TRANSIT BE INSTITUTED TO TRANSPORT BEACH USERS FROM THEIR CARS TO THE BEACH." (Page 74)

D. Transit

The Plan notes that this could be part of the intra-community transit service and could link the area-wide transit system.

E. Bikeways

"THAT A BIKEWAY BE MARKED ADJACENT TO THE COAST THE ENTIRE LENGTH OF OCEAN BEACH." (Page 77)

The Plan describes the bike route in detail:

"THE PRIMARY NEED AT PRESENT IS FOR A NORTH/SOUTH BIKEWAY THROUGH OCEAN BEACH ALONG THE COASTLINE. THIS ROUTE SHOULD BE ESTABLISHED AS CLOSE TO THE COAST AS FEASIBLE. THIS CAN BE ACCOMPLISHED BY DEVELOPING THE FACILITY ALONG THOSE STREETS AND ALLEYS THAT ARE IMMEDIATELY ADJACENT TO THE COAST. SHOULD PUBLIC LAND BE ACQUIRED IN THE FUTURE ALONG THE BLUFF TOPS, THIS WOULD BE THE IDEAL LOCATION FOR A COASTAL BIKE ROUTE. ON THE NORTH, THIS BIKEWAY SHOULD CONNECT DIRECTLY TO THE PROPOSED LINK ACROSS THE SAN DIEGO RIVER SAND PLUG. ON THE SOUTH, IN ORDER TO AVOID STEEP HILLS AS MUCH AS POSSIBLE, THE BIKEWAY SHOULD FOLLOW ADAIR STREET TO THE EAST AND THEN PROCEED SOUTH ON SANTA BARBARA STREET." (Page 76)

In addition, east/west bike links to the coast are proposed.

F. Visual Access

"THAT VIEWS AVAILABLE FROM ELEVATED AREAS AND THOSE ADJACENT TO THE BEACHES AND OCEAN BE PRESERVED AND ENHANCED WHEREVER POSSIBLE." (Page 83)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objects of the precise plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional information and implementation techniques are proposed.

Figure 3 summarizes the locations of existing and proposed public access ways to and along the shoreline in Ocean Beach. The figure is accompanied by a key describing each access way individually.

Most of the access points identified are already in existence. Some have facilities such as stairs, pathways, and parking areas. In addition, existing pathways and informal trails provide lateral access in some locations. Lateral access is also possible along the sandy area of beaches - Ocean Beach Park and the street-end pocket beaches. All of these existing access ways are under the jurisdiction of the City's Park and Recreation Department and as such they will be maintained by that City Department.

There are a number of locations where access could be provided, or existing access could be improved. A proposed project (or projects) to stabilize cliff erosion in the Sunset Cliffs area provides an opportunity to improve coastal physical access by adding new vertical and lateral access ways as well as improving existing access. Several locations in Figure 3 and the accompanying key are identified as potential access ways. Future development of these physical access facilities will be undertaken as feasible by the City's Park and Recreation Department, in coordination with the Coastal Conservancy, and the Army Corps of Engineers in the event erosion control measures are incorporated. Physical access improvements could include vertical walkways, stairways, and an emergency roadway. Maintenance should be coordinated by the City's Park and Recreation Department.

Stabilization and coastal access projects afford the additional opportunity to improve visual access at the street ends and along shoreline roads. Improvements could include attractive fencing, benches, trash receptacles, landscaping, paving and walkways, bicycle racks, and parking. These improvements could enhance views from shoreline developments and streets, and complement physical access ways.

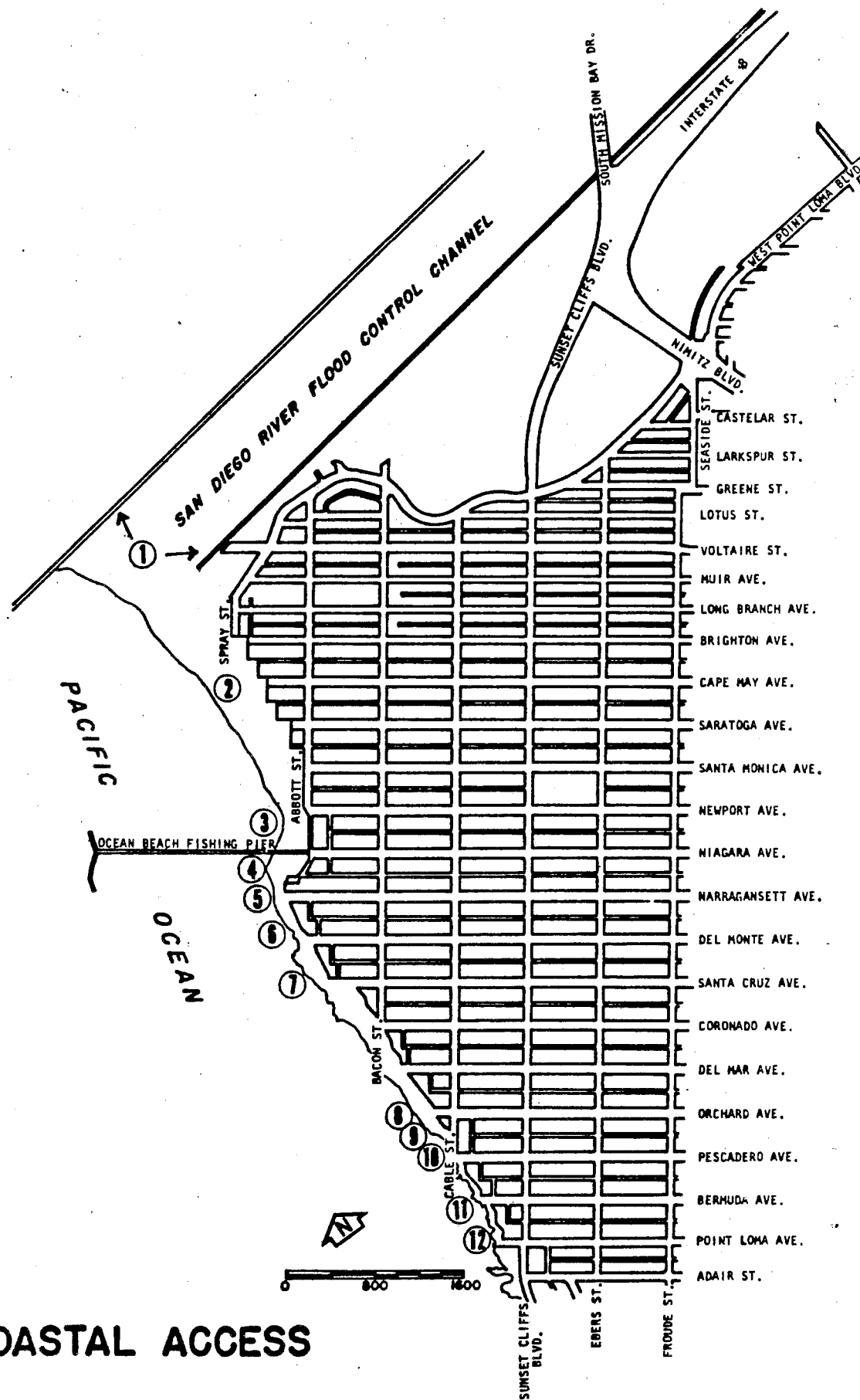


Figure 3
PUBLIC COASTAL ACCESS

Key to Figure 3

PUBLIC COASTAL PHYSICAL ACCESS

1. Existing pedestrian and bike paths on the north and south levees of the San Diego River Channel. Several access points, including Robb Field and Ocean Beach Park.
2. Existing multiple access to and along Ocean Beach Park with beach and some off-street parking.
3. Direct public access to Ocean Beach Fishing Pier from Niagara Street; stair access from parking lot and beach at base of pier.
4. Existing stair access from Niagara Street to boardwalk and tidepool areas.
5. Potential stair access from Narragansett Avenue to beaches.
6. Existing stair access from Del Monte Avenue and street end parking to tidepools at base of cliffs.
7. Existing stair access from Santa Cruz Avenue to pocket beach at base of bluff and to potential lateral walkway extending between Bacon Street and Ocean Front alley.
8. Potential access from Orchard Avenue to pocket beaches in vicinity of Del Mar Avenue via potential walkway and stair.
9. Existing stairway at south end of Cable Street provides access to beach. Potential access roadway for maintenance and emergency vehicles.
10. Existing stairway at Pescadero Avenue to beach and tidepools.
11. Existing stairway at Bermuda Avenue to beach and tidepools.
12. Potential stairway at Point Loma Avenue to beach and tidepools.

III. RECREATION AND VISITOR-SERVING FACILITIES

Background:

In the Parks and Recreation portion of the Public Facilities Element, the Precise Plan recognizes the need to provide lifeguard services in the active beach recreation areas of Ocean Beach. In addition, the need to protect beach areas from erosion and to preserve the integrity of the natural bluff area is discussed.

The Plan also contains recommendations for commercial facilities in the Commercial Element. Commercial development is focussed in three existing commercial districts which are to be restricted in area in order to encourage compactness and to facilitate a pedestrian orientation. The upgrading of existing commercial facilities is encouraged, with proposals that new commercial development reflect the scale and pedestrian orientation of existing development. Visitor-serving commercial is not discussed separately from other commercial facilities. However, in the Community Appearance and Design Element, the Plan stresses conservation policies designed to maintain existing commercial areas, such as the low-cost motels.

A. Beaches and Public Recreation

Plan Goals:

"PRESERVE THE NATURAL FEATURES AND BEAUTY OF THE COASTLINE ADJACENT TO OCEAN BEACH." (Page 38)

Plan Recommendations:

"THAT IMPROVEMENT OF EXISTING LIFEGUARD FACILITIES, NECESSARY TO INSURE PUBLIC SAFETY, BE IMPLEMENTED AS SOON AS POSSIBLE." (Page 42)

"THAT THE TIDEPOOLS, CLIFFS AND STREET END BEACHES BETWEEN THE PIER AND ADAIR STREET BE MAINTAINED IN A NATURAL STATE." (Page 42)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objectives of the precise plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional information and implementation techniques are proposed.

1. Beach Structures

- o New or expanded permanent lifeguard facilities, or other permanent structures, should not be permitted on existing sandy beach areas, except where it can be found that adverse impacts to public beach usage are negligible or where public safety requires it and no less environmentally damaging alternatives exist.

2. Sunset Cliffs Beaches

- o To protect and enhance the recreational value of the existing pocket beaches and tidal areas along Sunset Cliffs:
 - a. The placement of any revetments, raised beaches (backfill), or other permanent structures laterally across any pocket beach between Orchard Avenue and Adair Street, or across the pocket beach at the foot of Santa Cruz Avenue, should not be permitted.
 - b. Additional sandy beach areas should be provided as a mitigation for any beach areas immediately displaced by erosion control structures.
 - c. Additional raised beach areas, as may be proposed in conjunction with a comprehensive cliff stabilization project, shall be designed to enhance the recreational use of the bluff areas, and access to such beaches shall be provided.

B. Visitor-Serving Commercial

Plan Goals:

"THE UPGRADING OF THOSE EXISTING COMMERCIAL FACILITIES CHARACTERIZED BY PHYSICAL DETERIORATION AND LACK OF MAINTENANCE." (Page 28)

Plan Recommendations:

"THAT THE THREE COMMERCIAL DISTRICTS BE CONTAINED IN AREA IN ORDER TO FOSTER COMPACTNESS AND FACILITATE PEDESTRIAN ORIENTATION." (Page 31)

"THAT THE PHYSICAL APPEARANCE OF THE THREE COMMERCIAL AREAS BE UPGRADED." (Page 31)

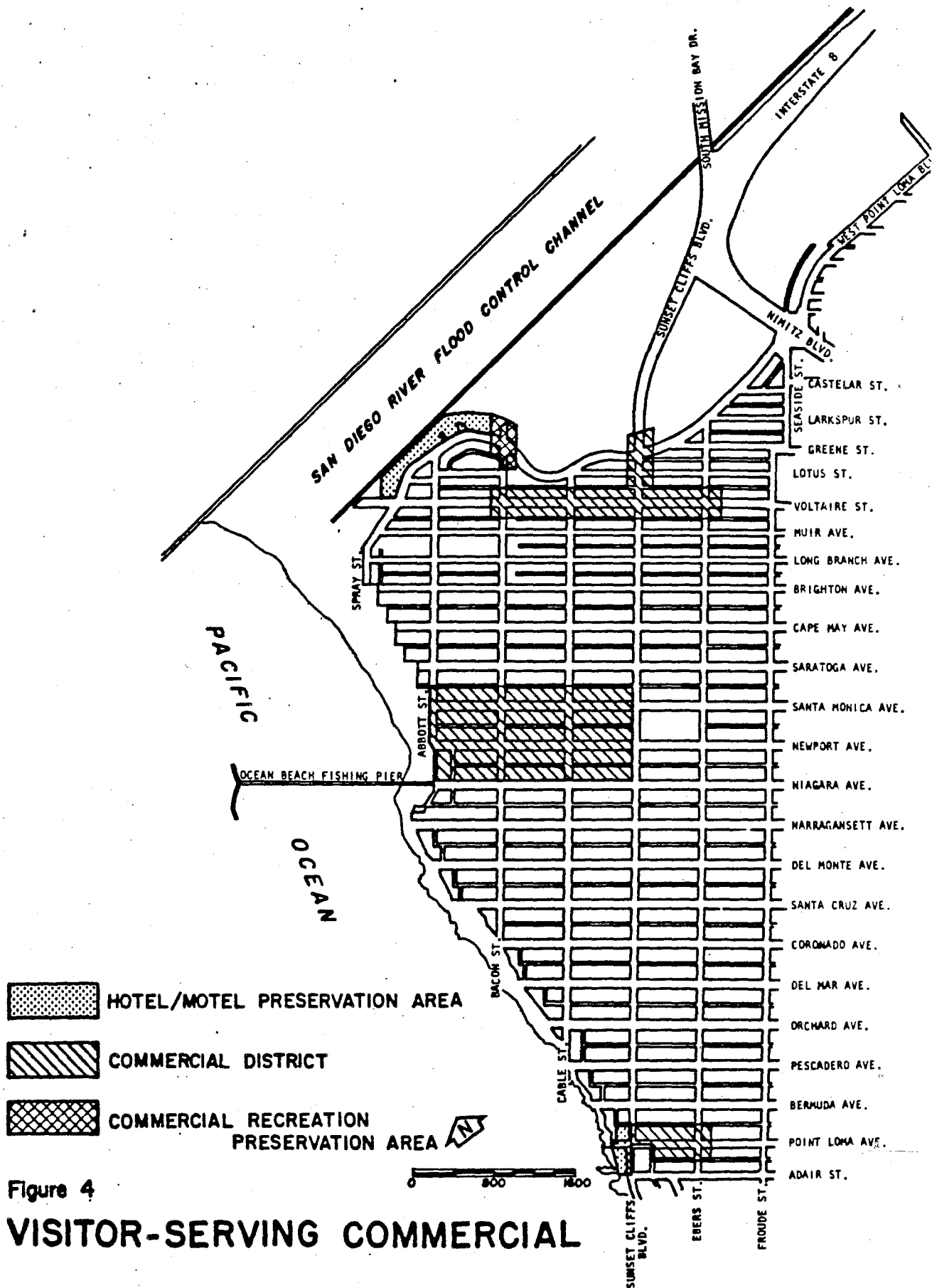
"THAT SPECIFIC CRITERIA BE DEVELOPED IN ORDER TO PRESERVE THE OVERALL SCALE AND CHARACTER OF EXISTING COMMERCIAL DISTRICTS." (Page 84)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objectives of the precise plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional information and implementation techniques are proposed in regard to visitor-serving commercial uses:

- o In order to comply with a hotel/motel replacement policy in the Ocean Beach plan area, the Plan recommends that existing hotel/motel facilities be permitted uses to continue on existing sites, and that they may be developed as permitted uses within the designated residential and commercial areas as shown in Figure 4, provided their development maintains the scale, height, and bulk requirements of the permitted surrounding uses.
- o Other existing commercial recreation uses shall be permitted uses to continue on the existing sites. Other new commercial recreation uses may be permitted for development in the designated commercial districts identified in the Plan.

Commercial recreation and hotel/motel preservation areas are shown in Figure 4. This approach permits the continuance of existing valuable commercial recreation facilities, making them conforming uses under new zoning requirements,

particularly hotel/motels which, in their present location, provide for low cost accommodations. New hotel/motel development is permitted in designated commercial and residential areas, while other new commercial recreation uses are channeled into the compact commercial districts described in the Precise Plan.



IV. SHORELINE DEVELOPMENT

Background:

In the Parks and Recreation portion of the Public Facilities Element, the precise plan discusses both beach and cliff erosion. For the sandy beach between the south jetty and the pier, a sand replenishment program is discussed to avoid "loss of a valuable regional recreation resource." (Page 36) In the Sunset Cliffs area between the pier and Adair Street, the bluffs, tidal zone, and street-end beaches are identified as "important aesthetic and environmental amenities for the community." (Page 36)

Plan Goals:

"PRESERVE THE NATURAL FEATURES AND BEAUTY OF THE COASTLINE ADJACENT TO OCEAN BEACH." (Page 38)

Plan Recommendations:

"THAT A SAND REPLENISHMENT OPERATION BETWEEN THE SOUTH JETTY AND THE PIER BE CONSIDERED AS AN ON-GOING PROCEDURE TO COMBAT EROSION." (Page 42)

"THAT BLUFF-TOP CONSTRUCTION HAVING A POTENTIAL HARMFUL EFFECT UPON CLIFF EROSION BE PROHIBITED AND THAT CONSIDERATION BE GIVEN TO ACQUIRING THE PROPERTY IF NECESSARY." (Page 42)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objectives of the Plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional information and implementation techniques are proposed.

- o For the shoreline area between the pier and Adair Street, as shown in Figure 5, the Plan proposal to maintain a natural state is further detailed as follows:

Shoreline protective works or other devices to control erosion may be permitted as part of a comprehensive erosion control program, only where such a program has been reviewed by all appropriate governmental agencies and has been determined to be necessary, in whole or part, to protect existing principal structures or public beaches in danger from erosion and where it can be

found that no less environmentally damaging alternatives exist. Additionally, any comprehensive erosion control program, or other private erosion control structure, approved by the City should be compatible with and subject to all land use plan policies contained herein and all adopted implementing ordinances, consistent with the City's certified Local Coastal Program.

- o Further, in order to protect the public's interest in maintaining shoreline access, scenic and recreational resources, public safety (as related to geologic hazards), and existing sensitive habitat areas, a bluff top and shoreline development overlay zone, which would provide additional land use regulations along all shoreline properties, should be established. To provide guidance in the development of an overlay zone, a suggested model ordinance is included in this Addendum (see Appendix A).

An alternative to the establishment of an overlay zone would be the incorporation of the following shoreline development standards into the implementing ordinances which are to be developed in conjunction with this land use plan:

- a) minimum structural setbacks from the bluffs;
- b) minimum structural setbacks and elevations from beaches where there are no bluffs;
- c) minimum setbacks and related setbacks for grading near bluffs;
- d) erosion control and drainage standards for development or redevelopment near bluffs;
- e) limitations on the types of uses that may be located on beaches or bluff faces;
- f) public access requirements for new development or redevelopment;
- g) standards for shoreline protective works which cover the following concerns:
 - o purpose of the structure
 - o engineering soundness of the structure
 - o competence of the structure to accomplish its purpose

- o location of the structure in relation to lands and waters under the public trust
 - o effects on public access at all times of the year
 - o effects on neighboring properties
 - o effects on public resources such as beaches, including pocket beaches
 - o effect on sand transport and supply
 - o effect on natural landforms
 - o effect on scenic resources
 - o effect on sensitive intertidal habitat areas
 - o alternatives to the proposed structure
 - o mitigation measures
- h) nuisance abatement procedures authorizing the removal of structures that are hazardous to the public and/or the removal of rubble that interferes with public beach access.



V. LOCATING AND PLANNING NEW DEVELOPMENT

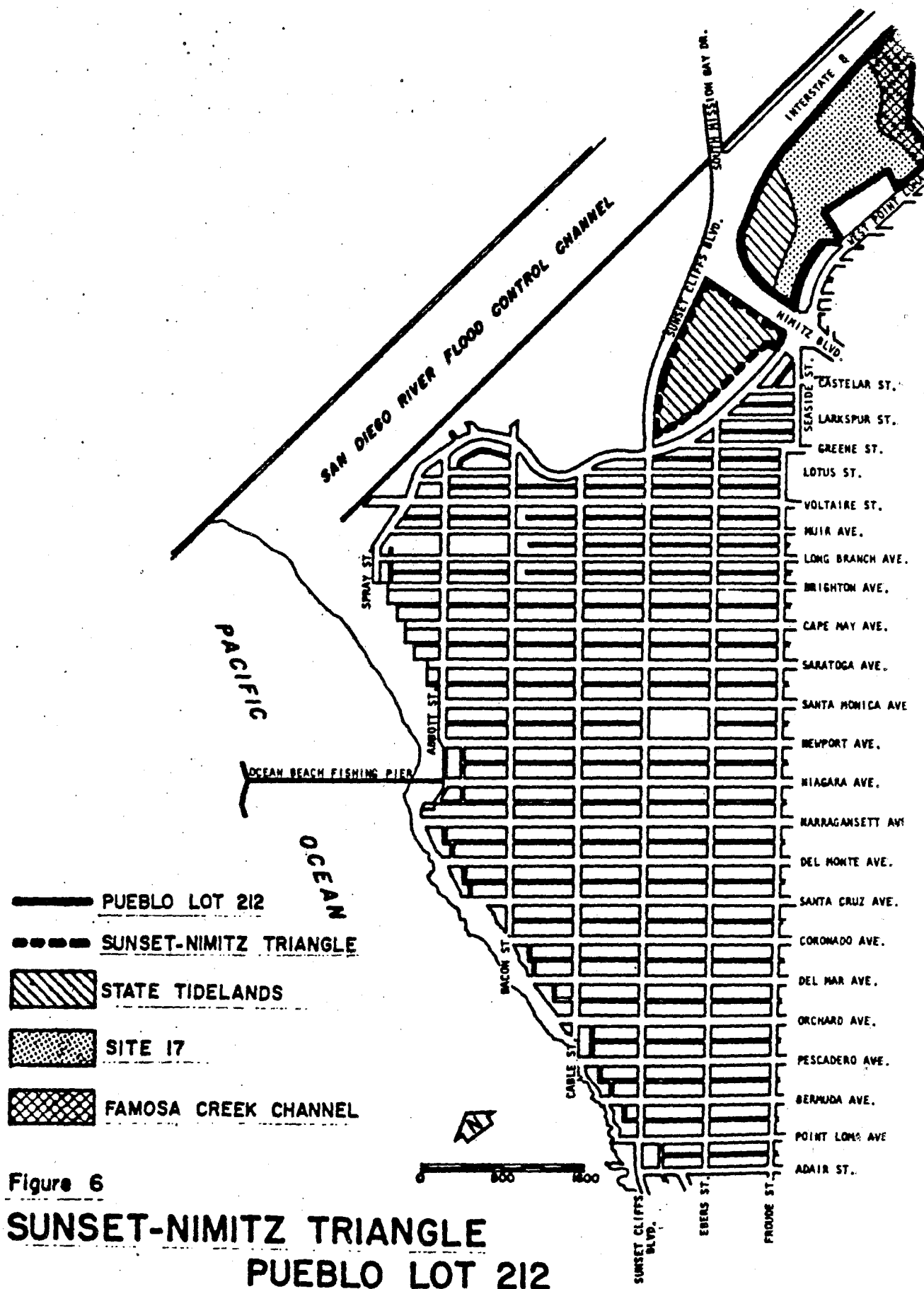
Background

In the Parks and Recreation portion of the Public Facilities Element, the Precise Plan discusses the future development of two City-owned parcels known as the Sunset-Nimitz Triangle and Pueblo Lot 212. Since these parcels are located at the entrance to Ocean Beach, their development is an important concern to the community (see Figure 6).

The Sunset-Nimitz triangle is located on State tidelands; therefore, development is limited to park and recreation related uses. Consequently, the Plan recommends that this area be improved primarily for passive park use (limited recreational activities may be allowed), as well as a parking reservoir for beach users. (page 41)

Approximately one-quarter of Pueblo Lot 212 is also on State tidelands (12 acres). However, the majority of the site is not on tidelands and therefore not subject to State imposed land use restrictions. The Precise Plan recognizes that this site would benefit the community if it were developed as a recreational/educational center. However, the Plan realizes an even greater need to promote an economically and ethnically balanced housing market which ensures that low and moderate income families and senior citizens are accommodated. (pages 21 and 41) Therefore, for this purpose the Plan recommends that at least a portion of the site could be rezoned to a low density residential use. (page 41)

Also in addressing the location and planning of new development, the Plan discusses the deficiency of off-street parking in commercial areas in the Transportation Element. The parking situation in the Newport Center is noted as a particular problem. Because Ocean Beach is so highly developed, obtaining adequate commercial parking is a significant problem. Therefore, all new commercial developments are required by the Plan to provide off-street parking or contribute to creating centralized parking areas.



A. Sunset-Nimitz Triange/Pueblo Lot 212

Plan Goals:

"PROMOTE THE CONTINUATION OF AN ECONOMICALLY BALANCED HOUSING MARKET, PROVIDING FOR ALL AGE GROUP AND FAMILY TYPES." (page 15)

"DEVELOP ADDITIONAL ACTIVE AND PASSIVE RECREATIONAL FACILITIES IN AND ADJACENT TO THE OCEAN BEACH COMMUNITY." (page 38)

Plan Recommendations:

"THAT LOWER INCOME HOUSING BE ENCOURAGED TO BE MAINTAINED IN OCEAN BEACH..." (page 24)

"THAT AN AFFIRMATIVE ACTION PROGRAM BE ESTABLISHED IN ORDER TO INFORM PERSONS OF THE CHOICES OF EXISTING HOUSING AND TO ENSURE THAT BUILDERS AND DEVELOPERS OF HOUSING ARE AWARE OF ALL AVAILABLE HOUSING PROGRAMS." (page 24)

"THAT THE 53-ACRE PARCEL ADJACENT TO THE SAN DIEGO RIVER FLOOD CONTROL CHANNEL (PUEBLO LOT 212) BE RETAINED IN PUBLIC OWNERSHIP AND REZONED TO A LOW DENSITY RESIDENTIAL OR AGRICULTURAL ZONE CLASSIFICATION. FUTURE USE OF THIS LAND MUST BE CONSISTENT WITH REGIONAL AND COMMUNITY GOALS, THE FUTURE COASTAL PLAN, AND FUTURE TRANSPORTATION PROPOSALS." (page 43)

"THAT THE SUNSET-NIMITZ TRINANGLE BE DEDICATED FOR PARK USE AND IMPROVED FOR PARK USE AND A PARKING RESERVOIR." (page 43)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objectives of the Plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional information and implementation techniques are proposed.

- o The developable Portion of Pueblo Lot 212, exclusive of public tidelands, is designated for residential use with a maximum density of 25 dwelling units per acre. This area should be developed as a single Planned Residential Development, emphasizing, to the maximum extent feasible, provision of housing opportunities for

persons of low and moderate incomes. The project should include at least 300 units affordable to persons and families of low and moderate incomes, of which at least 100 units should be rental units affordable to persons of low income.

- o Site development standards for Pueblo Lot 212 should be the same as those within the multi-family (25 dwelling units per acre) residential area of west Ocean Beach except that maximum heights shall be three stories, not to exceed 30 feet, and parking standards for affordable rental units should be one space per one-bedroom unit and two spaces per two-bedroom or larger unit. Units which may be developed exclusively for elderly housing could have a reduction in parking standards. In addition, if future decreases in automobile use becomes a reality and increased transit service is established, further reductions in parking standards may be permitted on this site.
- o Actual residential development of Pueblo Lot 212 should take place under the following conditions:
 1. Dedication of the Sunset-Nimitz Triangle by the City Council for public park use.
 2. The development of a mitigation/restoration program for the Famosa Creek Channel, to be incorporated into the proposed development design.
 3. The completion of a traffic analysis report, including a finding that the project would not result in any adverse impact upon beach access due to traffic generated by the project. If an adverse impact is found, a density reduction shall be considered.
 4. An engineering report with a finding that development, as proposed, would not be subject to significant hazard from liquefaction or flooding.
 5. Presentation of a written determination by the State Lands Commission that any and all permits required for development of any tidelands or potential tidelands have been obtained or that another form of agreement

has been reached to the satisfaction of the State Lands Commission.

- o The Sunset-Nimitz Triangle shall continue to be designated for park and public ownership use, with the intent that it be developed for active public recreational uses in order to meet current and future demand for such uses.
- o Prior to the commencement of construction for residential development on any portion of "Site 17" (that portion of Pueblo Lot 212 not on State tidelands and not considered part of the Famosa Creek Channel), which was in City ownership on May 1, 1980, construction on the Sunset-Nimitz Triangle for an active recreational park must commence, or evidence must be presented that such development will be completed within a period of three years from the initiation of construction of the residential development on "Site 17." This requirement may be waived if, at that time, the City is unable to financially support or implement, by regulatory means, development of the site for recreational use, or that development of the site for recreational use is not needed to accommodate either current demand or demand foreseeable within a 10-year future period. Such a waiver should be processed as an amendment to the Local Coastal Program. Additionally, any revenue generated from development on Pueblo Lot 212 should be utilized, as needed, for recreational development of the Sunset-Nimitz Triangle.
- o Finally, improvements to the 12-acre tidelands portion of Pueblo Lot 212 shall include as a primary consideration the development of a hostel at this location.

B. Commercial Off-Street Parking

Plan Goals:

"THE PROVISION OF INCREASED OFF-STREET COMMERCIAL PARKING IN ORDER TO IMPROVE ACCESS TO COMMERCIAL FACILITIES." (page 70)

Plan Recommendations:

"THAT NEW COMMERCIAL DEVELOPMENT PROVIDE AT LEAST ONE PARKING SPACE FOR EVERY 500 SQUARE FEET OF GROSS FLOOR AREA, IF POSSIBLE, EITHER ON-SITE OR IN CONSOLIDATED AREAS IN THE VICINITY OF THE USE IT SERVES." (pages 71-72)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objectives of the Plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional information and implementation techniques are proposed:

The Plan's parking requirements for commercial developments should be further broken down into development sub-categories, each with appropriate parking guidelines. However, while these guidelines are intended to provide more automobile parking in Ocean Beach commercial areas in the near-term, it is recognized that changes in transportation habits may occur in the future. In the event that the current dependence on private automobile travel decreases, the standards for commercial parking may be revised. This is consistent with the Plan's emphasis on pedestrian-oriented commercial areas and on the development of non-auto transportation modes in the community.

- o The parking ratios should be broken down as follows:
 1. New commercial development should provide at least one parking space for every 300 square feet of gross floor area either on-site or in consolidated areas in the vicinity of the use it serves (i.e., parking reservoir allocations).
 2. Additions or modifications to existing commercial development should provide at least one parking space for every 500 square feet of additional gross floor area, provided the expansion does not exceed fifty percent of the existing floor area.
 3. New or expanded restaurant development, including restaurant conversions, should provide at least one parking space per 200 square feet of gross floor area.

Figure 7 shows the locations where the near-term parking ratios should apply.

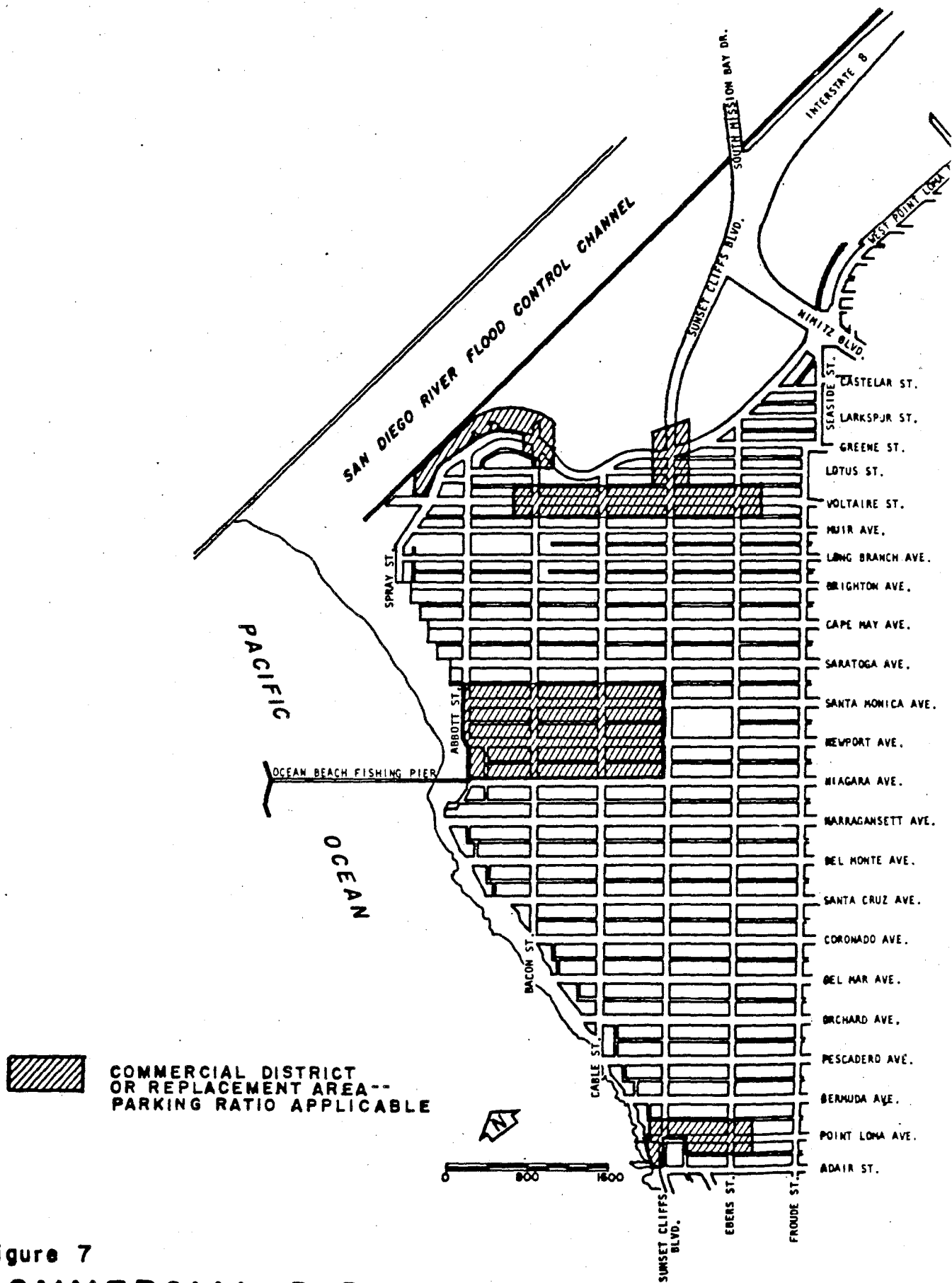


Figure 7
COMMERCIAL PARKING

VI. COASTAL VISUAL RESOURCES

Background:

In the Community Appearance and Design Element, the precise plan discusses the distinctive identity of the Ocean Beach community. Landscaping is recognized as an important element in establishing the visual quality of the community.

Also, the importance of scale in buildings and structures is discussed in this element of the Plan. For both residential and commercial buildings, the Plan requires that new developments be designed to be compatible with existing structures in height and bulk. The Residential Land Use and Housing Element and the Commercial Element both set out building height policies.

A. Landscaping

Plan Goals:

"TO UPGRADE THE PHYSICAL CHARACTER OF THE COMMUNITY."
(Page 81)

Plan Recommendations:

"THAT SPECIFIC LANDSCAPING CRITERIA BE DEVELOPED."
(Page 83)

The Plan discusses this concept in greater detail:

"GENERAL LANDSCAPING RECOMMENDATIONS EXIST WITHIN THE INDIVIDUAL ELEMENTS OF THIS PLAN. MORE SPECIFIC CRITERIA SHOULD BE DEVELOPED, INCLUDING A LIST OF VEGETATION TYPES BEST SUITED TO THE BEACH COMMUNITY. SUCH CRITERIA SHOULD BE DISSEMINATED THROUGHOUT OCEAN BEACH. THESE CRITERIA SHOULD BE COORDINATED WITH LANDSCAPE GUIDELINES OF THE SAN DIEGO COAST REGIONAL COMMISSION. LANDSCAPING SHOULD BE COMPOSED OF VEGETATION AND OTHER NATURAL FEATURES. ALL PLANT MATERIAL SHOULD BE MAINTAINED IN A HEALTHY, GROWING CONDITION." (Page 83)

"THAT STREET TREES BE LOCATED SO AS NOT TO BLOCK VIEWS UPON MATURITY AND TO COMPLEMENT THE SURROUNDING AREA."
(Page 84)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objectives of the Plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional information and implementation techniques are proposed.

- o Under the Local Coastal Program, a tree ordinance should be established to protect large trees and significant vegetation within the community. This proposal is consistent with the Precise Plan's intent to preserve and improve the physical appearance and character of the Ocean Beach community.

B. Height Limitations

Plan Goals:

"MAINTAIN THE EXISTING RESIDENTIAL CHARACTER OF OCEAN BEACH AS EXEMPLIFIED BY A MIXTURE OF SMALL SCALE RESIDENTIAL BUILDING TYPES AND STYLES." (Page 15)

"THE REGULATION OF THE SCALE AND BULK OF NEW DEVELOPMENT TO REFLECT THE SMALLER SCALE AND PEDESTRIAN ORIENTATION OF EXISTING COMMERCIAL DEVELOPMENT." (Page 28)

Plan Recommendations:

"THAT A BASIC HEIGHT LIMIT OF TWO STORIES AND 24' BE ESTABLISHED FOR THE 25 DU/AC DENSITIES AND THREE STORIES AND 35' FOR THE 38 AND 54 DU/AC DENSITIES, SUBJECT TO EXCEPTION UNDER CERTAIN CONDITIONS BASED ON DETAILED CRITERIA [FOR RESIDENTIAL USES]." (Page 24)

"THAT SPECIFIC DEVELOPMENT CRITERIA BE ESTABLISHED TO REPLACE EXISTING ZONING REGULATIONS [FOR COMMERCIAL USES]. SUCH CRITERIA SHOULD INCLUDE BUT NOT BE LIMITED TO THE FOLLOWING:

A MAXIMUM HEIGHT LIMIT OF 35' WITH A THREE STORY LIMITATION." etc. (Page 32)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objectives of the Plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional updated criteria for implementation techniques is proposed.

- o Due to the height limitation requirements in the Coastal Zone, all references should be made in relation to a maximum 30 foot height limit.
- o The following policy language shall apply to the height of development in the commercial areas covered by the Precise Plan:

The height of new development in commercial areas shall not exceed 30 feet and three stories.

Lower height limits specified in the precise plan, such as two stories and 24 feet in the 8-14 du/ac and 25 du/ac residential areas, would still apply. A height bonus of 30 feet and three stories may be permitted in the 25 du/ac area in conjunction with the provision of low and moderate income housing. Additionally, such criteria as processing by a PRD permit, design which mitigates problems of size, bulk and scale; mitigation of traffic impacts, and additional landscaping and open space over that which is normally required, should be emphasized in granting the height bonus.

In the Voltaire and Point Loma Avenue neighborhood commercial districts, a 24-foot-height limitation may be considered, as part of the implementing ordinances, if studies show that such a limitation is critical in resolving the following issues:

1. Preservation of community scale and character;
2. Preservation of public coastal views;
3. Mitigation of traffic and congestion problems.

Figure 8 shows the locations of the different height limits.

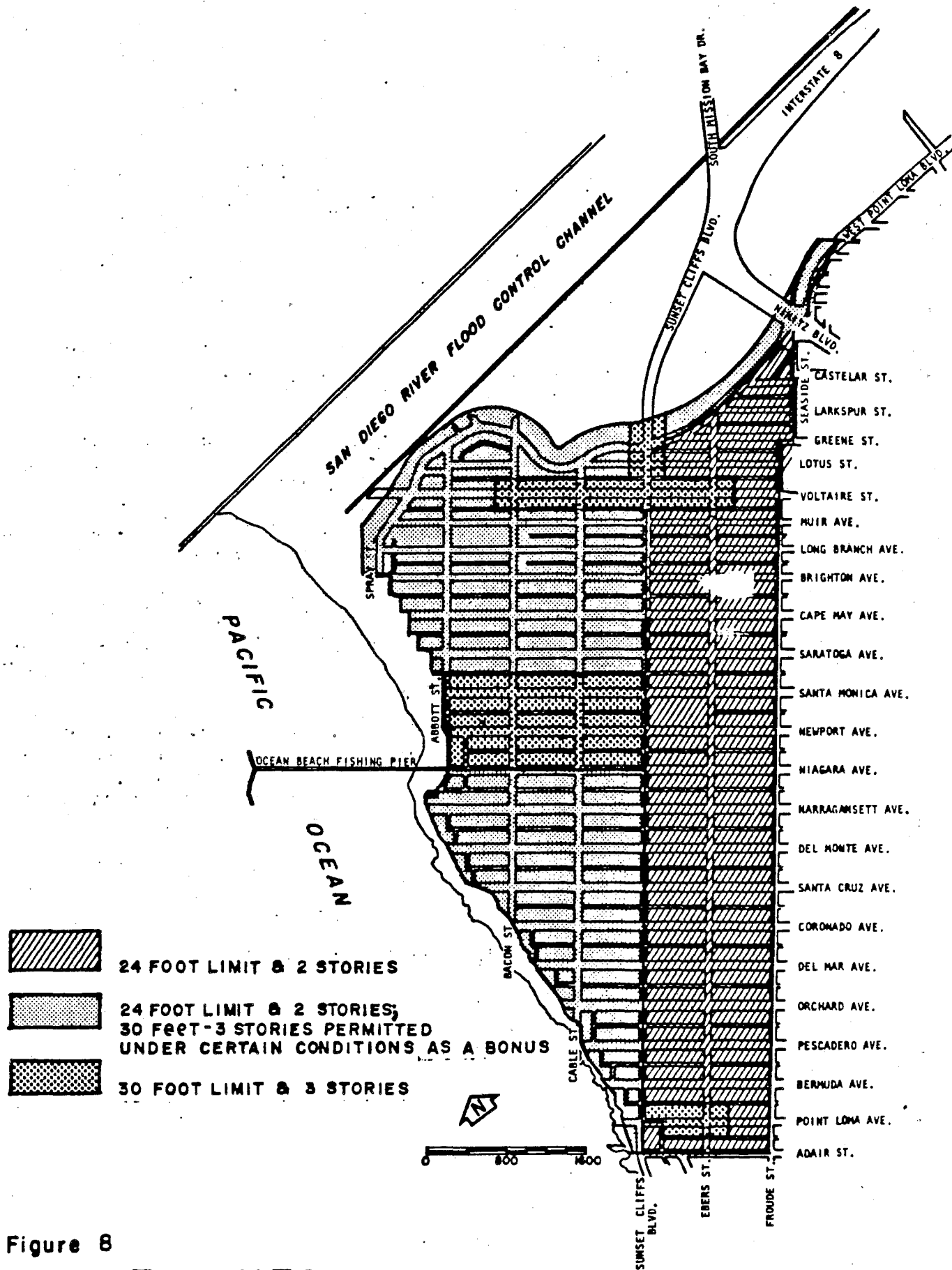


Figure 8
HEIGHT LIMITS

APPENDIX A

**Ocean Beach Issue Identification
(LCP Phase I)**



SAN DIEGO COAST REGIONAL COMMISSION

6154 MISSION GORGE ROAD, SUITE 220
SAN DIEGO, CALIFORNIA 92120--TEL. (714) 280-8992

TIM COHELAN
Chairman

ROGER HEDGECOCK
Vice Chairman

Harriet Allen
Representative to the
California Coastal Commission

Tom Crandall
Executive Director

June 1, 1979

OCEAN BEACH PRECISE PLAN AREA
CITY OF SAN DIEGO
[GEOGRAPHIC SEGMENTATION AND
ISSUE IDENTIFICATION]

I. INTRODUCTION

The purpose of the Issue Identification is to describe existing conditions in the planning area, to identify uses of larger than local significance, to evaluate existing uses and plans with respect to the policies of the Coastal Act, and to identify and summarize existing or potential conflicts. The issues thus identified would determine the areas needing further study in the ICP process.

The San Diego City Council adopted the Ocean Beach Precise Plan on April 2, 1975. On March 26, 1979, the Council approved the Issue Identification report for the plan area prepared by City staff. The City has indicated it's intention to process this plan in two phases (land use plan and implementation), and this first discussion of issues is therefore, focused on the land use plan alone.

In discussions below, staff has attempted to summarize the City's report, and has recommended additions or clarifications where appropriate. For the sake of simplicity, no comment was made whenever the City's report was considered adequate as submitted. The two documents should be considered as complementary, and a complete reading of both is required for full delineation of the issues raised.



II. GEOGRAPHIC SEGMENTATION

Coastal Act Section 30511(c) provides that a local coastal program (ICP) may be submitted and processed by the Commission in separate geographic segments consisting of less than the local government's entire jurisdiction lying within the coastal zone, provided that the Commission finds the following:

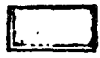
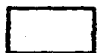
"...that the area or areas proposed for separate review can be analyzed for the potential cumulative impacts of development on coastal resources and access independently of the affected jurisdiction."

PUEBLO LOT 212






RESIDENTIAL

-  EAST OCEAN BEACH
8 - 14 DU/NRA
-  NORTH AND SOUTH OCEAN BEACH
25 DU/NRA Highest Areawide Density

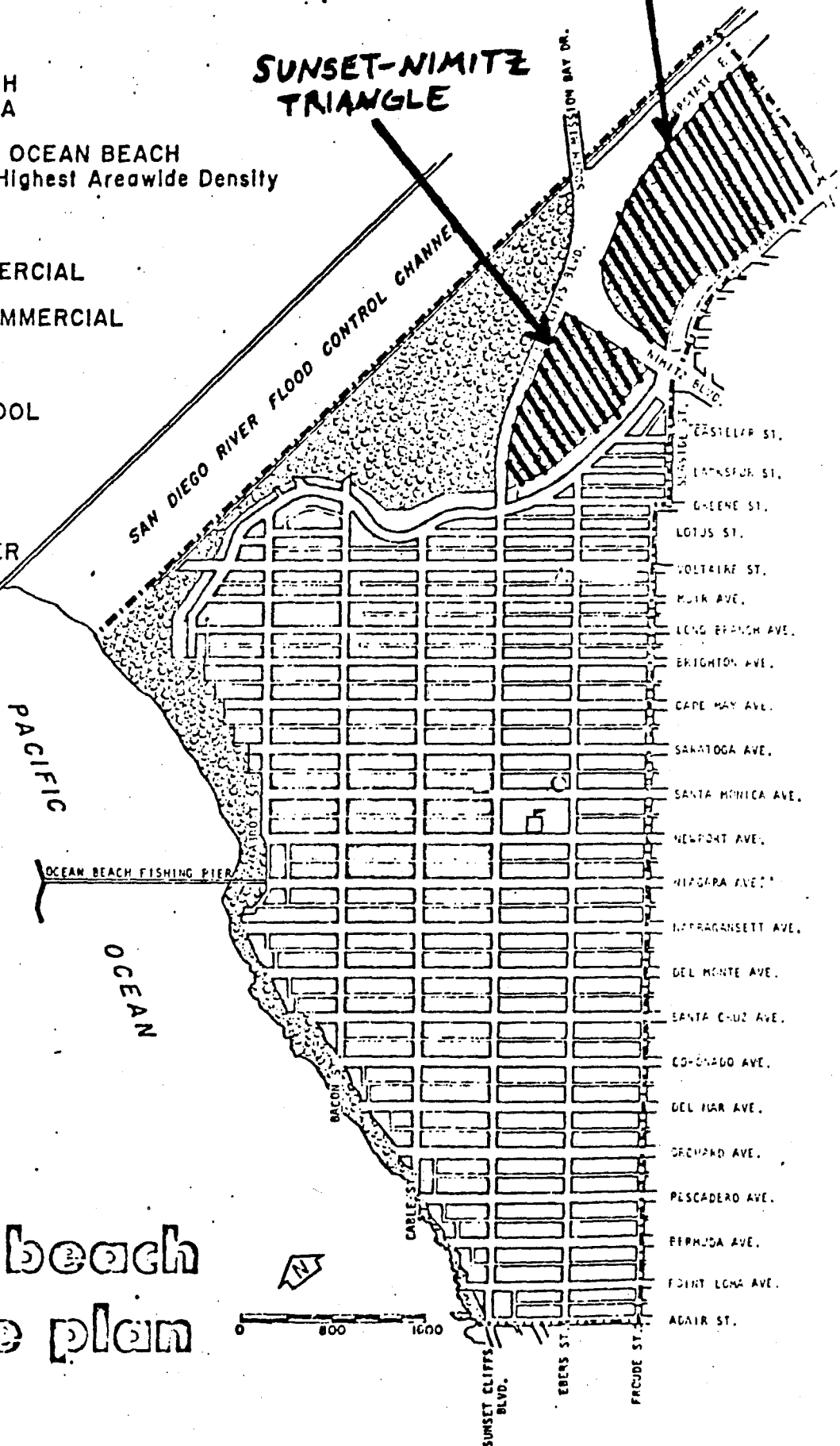
COMMERCIAL

-  COMMUNITY COMMERCIAL
-  NEIGHBORHOOD COMMERCIAL

PUBLIC FACILITIES

-  ELEMENTARY SCHOOL
-  LIBRARY
-  FIRE STATION
-  RECREATION CENTER
-  PARK AND PUBLIC OWNERSHIP

ocean beach precise plan



STAFF RECOMMENDS that the San Diego Coast Regional Commission transmit the Ocean Beach Issue Identification to the State Commission with a recommendation that it be processed as a separate segment of the City's LCP.

III. AREAWIDE DESCRIPTION

Staff Comments:

The areawide description indicates that the Ocean Beach Planning Area "is bounded by the San Diego River and State tidelands on the north; the Pacific Ocean on the west; Froude Street and West Point Loma Blvd. on the east; and, Adair Street on the south. In response to the Issue Identification report, the Ocean Beach Planning Board has pointed out, that a precise definition of the planning area should include a reference to Seaside Street on the east boundary and more significantly, a reference to a finger of land - extending up the north side of West Point Loma Blvd. east of Nimitz Blvd., including Pueblo Lot 212, up to and including the Famosa Slough." (Exhibit "A") While this area is included in the Precise Plan it should be clarified that Pueblo Lot 212 includes the Famosa Slough channel on its east boundary but does not include the slough itself. The slough is located to the south of West Point Loma Boulevard, outside the coastal zone. The State Commission has recommended that the coastal zone boundary be extended to include the slough because of its significant value as a wetland habitat. If the boundary is extended, the major land use issues regarding the slough will be addressed in the Peninsula Community LCP segment. Although the slough is not part of the Ocean Beach Planning Area, land use and development in the slough channel areas on the north side of West Point Loma Blvd. will have a direct relationship to the quality of the slough habitat. The slough channel within the Planning Area is also a significant tidal zone habitat area in and of itself.

The areawide description should also be amended to read that the two most typical parcel sizes in Ocean Beach, are 50 x 140 (7,000 sq. ft.) and 50 x 100 (5,000 sq. ft.) This is more descriptive of the actual pattern of development which generally requires the use of two adjacent 25' wide lots.

IV. POLICY GROUP EVALUATION

A. Shoreline Access (Coastal Act Section 30210-12)

Issues Identified by the City

1. Availability of parking at Ocean Beach Park during periods of heavy use.
2. Provision of safe access at Sunset Cliffs.
3. Provision of visual and physical access to the shoreline in new development.

Additional Issue Identified by Staff

4. The need for a "specific public access component" in the land use plan, pursuant to Coastal Act Section 30500(a).

Staff Comments:

Re: 1. As indicated in the Ocean Beach Precise Plan, on-street parking within a few blocks from the beach is under competitive use by both residents and beach users. Because inadequate parking and congestion interfere with beach access, the provision of adequate parking facilities and off-street parking requirements for recreation, commercial, and residential development is an important goal. Consideration should also be given, as is indicated in the Precise Plan for the provision of a remote parking area with shuttle service to the beach. The "Sunset-Nimitz triangle" (the parcel of land bounded by Sunset Cliffs Blvd., Nimitz Blvd., and West Point Loma Blvd.) has been suggested for such a use. This would help cut down on recreational traffic through the higher density residential areas west of Sunset Cliffs Blvd. and the congested commercial areas of Newport Ave. and Voltaire Street.

Re: 2. The City's discussion of this issue sites the Precise Plan recommendation that public access to the shoreline be improved in several ways, including establishment of public access and use rights and provision of safe access down Sunset Cliffs. In light of Precise Plan goals to resolve the erosion problems along Sunset Cliffs, any erosion control program should be sensitive to the need to protect and enhance beach and shoreline access.

Re: 3. Visual access is more appropriately included under policy group L, "Visual Resources and Special Communities." It is recognized, however, that physical access points may become important public viewing areas, and that whenever possible surrounding development should be set back to protect visual resources associated with such accessways.

In addition, the City has been studying the need for improvements in lifeguard facilities, including new office facilities. Any such proposals will have to be weighed against the potential loss to the public of beach area and access to the sea, and alternative sites considered for non-essential uses.

Re: 4. Section 30500(a) of the Coastal Act states: "Each local coastal program... shall contain a specific public access component to assure that maximum public access to the coast and public recreation areas is provided." According to the Commission's LCP Regulations, Section 00042, "The public access component shall set forth in detail the kinds and intensity of uses, the reservation of public service capacities for recreation purposes where required pursuant to Public Resources Code Section 30254, and specific geographic areas proposed for direct physical access to coastal water areas as required by Public Resources Code, Sections 30210-30224 and 30604(c)." The existing Precise Plan does not contain a specific public access component.

B. Recreation and Visitor Serving Facilities (Coastal Act Sections 30212.5, 30213, 30220-23, 30250(c)).

Issues Identified by the City

1. The provision of visitor facilities for low and moderate income families.

Additional Issues Identified by Staff

2. The potential development of the Sunset-Nimitz triangle into a park area.
3. The need for a determination of the historic mean high tide line and extent of public trust interest, if any, in Pueblo Lot 212, prior to approval of any non-recreational development on this site.
4. The stimulation of the recreational use of Ocean Beach Pier.

Staff Comments:

In recognition of the importance of Ocean Beach Park as a regional recreational resource, the Ocean Beach Planning Board, in concurrence with staff, recommends the following inclusion in the policy group discussion:

"A combination of the Mission Beach Jetty and severe winters have contributed to the erosion of the beach. The Precise Plan recommends the consideration of a sand replenishment program. There is also a sand bar in the San Diego River Flood Channel mouth known as "Dog Beach". It is one of the few beaches in San Diego where dogs are permitted, and is used by residents from all over the City. In March, 1971 the City Council adopted a resolution to protect the sand bar."

Re: 1. At the present time there are only four beach oriented hotel-motel facilities in Ocean Beach, located along West Point Loma Blvd., Newport Avenue, and Sunset Cliffs Blvd. These facilities should be protected and new low/moderate cost facilities should be encouraged. Beach oriented commercial uses, and restaurants should be encouraged along the west end of Newport Avenue, particularly those uses dependent upon pedestrian traffic.

Re: 2, 3. It is noted in the Ocean Beach Precise Plan, that the Ocean Beach Community and the Point Loma area generally are lacking in passive park facilities. Such recreational facilities alleviate traffic pressures and the over use of beach areas. Significantly, the Sunset-Nimitz triangle is under tideland jurisdiction and, consequently, limited to park-like uses, although it is not actually designated for such use by the City. Development of this area as a park, including a large parking reservoir, would greatly enhance adjacent Robb Field as a regional recreation resource.

C. Housing (Section 30213)

Issue Identified by the City

1. The continued loss of housing for low and moderate income families.

Issue as Expanded by Staff

1. The protection of existing housing opportunities for persons of low/moderate income, and the encouragement of new development which provides a mix of housing opportunities for all segments of the population including families with children, senior citizens, and the handicapped.

Additional Issues Identified by Staff

2. The need to develop means for encouraging and, where feasible, providing housing opportunities for persons of low and moderate income in new residential development.
3. Conformance of both the LCP housing component, and City of San Diego General Plan Housing Element with the guidelines established by the California Department of Housing and Community Development.

Staff Comments:

Re: 1 & 2. The Ocean Beach Planning Board has indicated that "the refusal of many landlords to rent to tenants with children has created a critical shortage of housing for low and moderate income families with children." This issue has been expanded to address this concern.

Although housing opportunities for persons of low/moderate income exist in the Ocean Beach Community, neither the Precise Plan nor the City's report provide adequate data on the relative proportions of housing types and costs within the Community. In the face of redevelopment pressures, strategies in the land use plan to retain and promote the rehabilitation of existing low and moderate housing are of critical importance. As noted in the City's General Plan Housing Element, however, there is also a substantial need for new low income housing and this should be addressed along with retention strategies.

Re: 3 One of the means to meet the inculsionary guidelines in the Housing Element will be through the provision of "density bonuses". The Precise Plan states that while "the maximum density allocated at this time to any portion of Ocean Beach should be 25 dwelling units," densities up to 38 units per acre "could be applied under certain circumstances... and according to special criteria... (including) the provision of low and moderate income housing..." In conformance with Commission actions, on permits in Ocean Beach, the density bonus should be granted only where a genuine public benefit will be provided. Emphasis in the density bonus criteria should be to encourage the provision of new low and moderate cost housing.

D. Water and Marine Resources (Sections 30230-31, 30236)

Issues Identified by the City

1. The preservation of tidepools along Sunset Cliffs.
2. The potential impact of the metropolitan sewer outfall on offshore water quality.

Additional Issue Identified by Staff

3. The protection of water quality in the Famosa Slough and San Diego River channel adjacent to the Ocean Beach Planning Area.

Staff Comments:

Re: 3. Other wetland resources adjacent to the Ocean Beach Planning area include the San Diego River and the Famosa Slough. Uncontrolled grading, filling and inadequate runoff controls associated with new development may further degrade water quality in these areas.

E. Diking, Dredging, Filling, Shoreline Structures (Sections 30233 and 30235)

Issue Identified by the City of San Diego

1. The resolution of erosion problems at Sunset Cliffs in a manner which is environmentally and aesthetically sensitive, economically feasible, and acceptable to a majority of the Community.

Issue as Revised by Staff

1. The resolution of natural erosion problems at Sunset Cliffs, in a manner which maximizes shoreline access, which is environmentally and aesthetically sensitive, and which is acceptable to a majority of the Community.

Additional Issue Identified by Staff

2. Evaluation of beach sand erosion and maintenance of Ocean Beach Park.

Staff Comments:

Re: Policy Introduction

The City's description of the Ocean Beach Fishing Pier as the only existing shoreline structure is incorrect, since the term refers to erosional control structures as well. Therefore, mention should be made of a rock groin at the foot of Cape May, which was installed by the City of San Diego in 1955, to contain newly placed dredged material from Mission Bay. The groin has generally been effective in stabilizing the beach, however, some sand loss due to littoral erosion still occurs. Additional, piecemeal, erosion control structures such as retaining walls, sea walls, gunite cover and rock revetments are scattered throughout the Sunset Cliffs Area. Many of these are ineffective and adversely effect the visual qualities of the bluffs.

- Re: 1. The large scale and increased potential for adverse impacts of the proposed erosion control projects necessitates a careful consideration of the available alternatives. The land use plan should address the need to replace on a one-for-one basis any beach area lost as a result of erosion control structures.

F. Commercial Fishing and Recreational Boating (Sections 30224, 30234, and 30255)

Issues Identified by the City

None.

Staff Comments:

None

G. Environmentally Sensitive Habitat Areas (Section 30240)

Issues Identified by the City

1. Continued protection of environmentally sensitive habitat areas, particularly in the vicinity of Sunset Cliffs (and the Famosa Slough).
2. Develop and implement additional erosion protection measures for Sunset Cliffs. (This has been revised by the City to read "How to protect the Sunset Cliffs from human erosional forces without negatively impacting access or scenic value").

Staff Comments:

Re: 1. As previously mentioned, the Famosa Slough channel area on the north side of West Point Loma Blvd., including portions of Pueblo Lot 212, can be considered an environmentally sensitive habitat area. Section 30240(b) of the Coastal Act also states that, "Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas." Thus, development in Ocean Beach must be sensitive to potential adverse impacts to sensitive habitat areas adjacent to, but outside the planning area. This would include the Famosa Slough.

Another adjacent area of environmental concern is the mouth of the San Diego River. The Ocean Beach Precise Plan indicates that although the San Diego River flood channel is outside of the planning area, it does have a close relationship to the Ocean Beach Community. While the sand bar across the river mouth is used intensively for beach recreation, the Plan states that: "the remainder of the channel behind the sand bar should be preserved as a natural wildlife sanctuary and protected from abuse by active recreational users." Currently, the area of the river channel directly behind the beach is used for overflow parking and occasionally as a site for the use of dirt bikes and other active recreational pursuits.

Re: 2. This issue is related to the previous issue in consideration of the entire bluff-tide pool area as a sensitive habitat area. The Ocean Beach Precise Plan specifically recommends that the tide pools, cliffs and street-end beaches between the pier and Adair Street be maintained in a natural state. Therefore, the erosion control measures suggested in this issue should be directed towards means to control erosion caused by human use (i.e. runoff from development, foot traffic, digging in caves, tide pool poaching). Additional erosion control measures, however, may be necessary to protect existing bluff top development from natural

erosion forces. Most of the alternatives proposed thus far would require extensive shoreline structures or the creation of artificial beaches, thus necessitating some compromise with the goal of preserving the bluffs in a natural state. In accordance with this policy group, it is important that such erosion control measures are compatible with the protection of environmentally sensitive habitats in the Sunset Cliffs area.

H. Agriculture (Sections 30241 - 42)

Issues Identified by City

None.

Staff Comments:

None.

I. Hazard Areas (Section 30253)

Issues Identified by City

1. Public Safety and development problems with respect to erosion of Sunset Cliffs.

Staff Comments:

Re: 1. This issue appears to have two components: 1) The provision of safe access in hazardous areas and 2) the protection of property from geologic hazards. Both are salient problems in the Sunset Cliffs area.

J. Forestry and Soils Resources (Section 30243)

Issues Identified by the City

None.

Staff Comments:

None.

K. Locating and Planning New Development (Sections 30244, 30250, 30252-53)

Issues identified by the City

1. The conflict between the land use recommendations of the Precise Plan, and existing high density zoning.
2. The use of Pueblo Lot 212
3. The need to provide adequate on-site recreational facilities in new developments.

Staff Comments:

Re: 1. Staff supports the residential land use recommendations in the Precise Plan in conjunction with the proposed density bonus provision.

Re: 2. Although included as a "key issue", the City's report does not contain any discussion regarding the use of Pueblo Lot 212. The land is currently zoned R-4 but is designated as "park and public ownership" in the Ocean Beach Precise Plan. The 53 acre parcel has recently been considered as potential site for a Planned Residential Development, including provisions for new low/moderate income housing. Concern has been expressed by the community over the effect of such a development on traffic congestion, and the Ocean Beach Planning Board has recommended that it be dedicated as park land. The City should clarify its interpretation of the land use proposed by the Precise Plan and indicate what changes, if any, would be required in the Plan to permit residential use.

Re: 3. Section 30252 of the Coastal Act also requires that new development provide adequate onsite recreational facilities so that the recreation needs of new residents will not overload nearby coastal recreation areas. This is particularly critical in Ocean Beach, due to existing deficiencies in such facilities.

L. Visual Resources and Special Communities (Coastal Act Sections 30251 and 30253)

Issues Identified by the City

1. Preservation of the existing character and scale [of development].
2. Preservation of visual amenities along the shoreline.
3. The protection of large trees that contribute significantly to the visual attractiveness of the Community.

Additional Issues Identified Staff

4. Reduction of visual clutter in commercial areas and along the entrance to the Ocean Beach Community.

Staff Comments

Re: 2. In light of proposed erosion control alternatives to protect bluff top development, special consideration must be given to the visual protection of the Sunset Cliffs Area.

Related to the protection of visual amenities along the shoreline are opportunities for the public to view the coast (visual access). The maintenance of existing public vistas, particularly along Sunset Cliffs is a significant issue.

Re: 3. The Ocean Beach Planning Board has recommended that the following language be included after paragraph one, in the policy introduction: "The Plan area contains many large trees, including palms, cypress, and Torrey Pines, which contribute significantly to the visual attractiveness of the Community and should be protected." Staff concurs with this statement noting the efforts of the Commission in past permit actions to protect significant vegetation in the Ocean Beach Community.

M. Public Works (Coastal Act Section 30254)

Issues Identified by the City

1. Traffic congestion and parking problems.
2. The limited automobile carrying capacity of north-south streets.

Additional Issues Identified by Staff

3. Adequacy of existing intra-community and inter-community public transit serving Ocean Beach.
4. The future use of the San Diego River mouth, east of "Dog Beach," as an overflow parking area.

Staff Comments:

- Re: 1. During periods of heavy usage, traffic congestion and parking problems are particularly severe. Possible solutions mentioned in the Precise Plan include on-street parking restrictions, one-way street designations, improved bike ways, development of a remote park and ride system for beach users, the establishment of an off-street parking district for Newport Center, and the possible transformation of Newport Center into a pedestrian mall. These and other alternatives should be analyzed further, to prevent the type of traffic and congestion problems now occurring in Mission Beach.
- Re: 3. The Ocean Beach Precise Plan indicates that existing transit service in Ocean Beach is inadequate. Improved transit service from inland areas to Ocean Beach would help alleviate traffic congestion as well as provide additional access opportunities for persons of lower incomes who cannot afford private transportation. Improved intra-community transportation would also help alleviate congestion and parking problems. Transit proposals should include a beach shuttle service and should tie-in to the Mission Beach Access Study.
- Re: 4. As mentioned previously, the dry areas east of "dog beach" in the mouth of the San Diego River provide a substantial supply of additional parking for the users of Ocean Beach Park. Due to the potential resource conflicts, and environmental sensitivity of the river channel, the future use and regulation of this area should be clarified in the land use plan.

N. Industrial and Energy Facilities (Coastal Act Sections 30233, 30250, 30255, 30260-64)

Issues Identified by the City

None.

Staff Comments

None

V. THE CITY'S REPORT HAS IDENTIFIED THE FOLLOWING USES AS OF REGIONAL OR STATEWIDE SIGNIFICANCE IN THE OCEAN BEACH PRECISE PLAN AREA

1. Ocean Beach Park and Robb Field (recreational facilities of regional or statewide significance).
2. West Point Loma Blvd., Sunset Cliffs Blvd., Newport Avenue and the fishing pier (uses that maximize public access to the coast).
3. Sunset Cliffs (uses of larger than local importance).

Additional uses of Regional or Statewide Significance Identified by Staff

4. Sunset-Nimitz Triangle and Pueblo Lot 212 (in conjunction with potential Robb Field expansion).

VI. SUMMARY OF KEY ISSUES

The following is a summary of the "key issues" determined by Staff to be most critical in the development of a land use plan for Ocean Beach. These have been condensed from the larger group of issues identified in the City's report and Staff discussion. For further delineation of these issues, refer to the appropriate policy group in the City's report and Staff discussion.

1. The protection of existing housing opportunities for persons of low/moderate income and the provision, where feasible, of new housing for persons of both low and moderate income. (Policy Group C).
2. Use of Pueblo Lot 212 and resolution of the extent of public tidelands. (Policy Groups B, K).
3. The resolution of natural erosion problems at Sunset Cliffs in a manner which maximizes shoreline access, which is environmentally and aesthetically sensitive, and which is acceptable to a majority of the Community. (Policy Groups G, L).
4. The control of bluff top development and erosion related to human use. (Policy Groups I, E, G).
5. Traffic congestion, inadequate public transportation and parking problems. (Policy Group M).
6. Protection of environmentally sensitive habitat areas in the vicinity of Sunset Cliffs and the Famosa Slough Channel. (Policy Group G).
7. The maintenance and provision of safe access at Sunset Cliffs and the inclusion, in the land use plan, of a "specific public access component" for the Community. (Policy Groups A, I).
8. Preservation of the existing character and scale of development and reduction of visual clutter in commercial areas. (Policy Group I).
9. The provision of new visitor and recreational facilities for low and moderate income families. (Policy Group B).

VII.

STAFF RECOMMENDATION ON ISSUE IDENTIFICATION

STAFF RECOMMENDS that the San Diego Coast Regional Commission transmit the City of San Diego's Ocean Beach Issue Identification, as amended or revised, to the State Commission with a recommendation that it be adopted as the Issue Identification for this area.

APPENDIX B
CD Coastal Shoreline Development
Overlay Zone

CD COASTAL SHORELINE DEVELOPMENT OVERLAY ZONE

Section 1. PURPOSE AND INTENT. The CD Coastal Shoreline Development Overlay Zone is intended to provide land use regulations along the coastaline area including the beaches, bluffs, and the land area immediately landward thereof. Such regulations are intended to be in addition and supplemental to the regulations of the underlying zone or zones, and where the regulations of the CD Zone and the underlying zone are inconsistent, the regulations of the CD Zone shall apply. The purpose of the CD Coastal Shoreline Development Zone is to provide for control over development and land use along the coastline so that the public's interest in maintaining the shoreline as a unique recreational and scenic resource, promoting public safety, and in avoiding the adverse geologic and economic effect of bluff erosion, is adequately protected. New construction in the CD Coastal Shoreline Development Zone shall be designed and located so as to minimize risks to life and property and to assure stability and structural integrity and neither create or contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms in said Zone.

Section 2. LAND USES. In a CD Zone the following uses are permitted:

1. Any use permitted in the underlying zone subject to the same conditions and restrictions applicable in such underlying zone and to all requirements and regulations of this Article.
2. Beach facilities constructed, owned and maintained by the State of California, County of _____ * or such other public agency or district as may be authorized to construct, own and maintain such facilities for the use of the general public; including but not necessarily limited to:

* City of San Diego

- a. Steps and stairways for access from the top of the bluff to the beach.
 - b. Toilet and bath houses.
 - c. Parking lots meeting all requirements of Section _____ of this ordinance.
 - d. Refreshment stands having no seating facilities within the structure.
 - e. Stands for the sale of bait and fishing tackle and the rental only of surfboards, air mattresses and other sports equipment for use in the water or on the beach.
 - f. Lifeguard towers and stations and other life saving and security facilities.
 - h. Trash containers.
 - i. Beach shelters.
3. Private beach facilities and structures as follows:
- a. Fire rings and similar picnic facilities.
 - b. Trash containers.
 - c. Lifeguard towers.
 - d. Signs declaring property ownership and access conditions or limitations provided not more than four (4) such signs each not exceeding four (4) square feet in area shall be permitted.
 - e. The following, subject to the issuance of a special use permit therefore:
 - (1) Toilet facilities and bath houses provided such structures are so placed and constructed that the floor thereof is at an elevation no lower than 15 feet above mean sea level (North American Datum, 1929) and further provided that such facilities shall be connected to and all effluent therefrom shall be discharged into a public sewer.

- (2) Permanent or temporary beach shelters provided that such shelters shall be at least 50 percent open on the seaward side and that permanent shelters are so placed and constructed that the floor thereof is at an elevation no lower than 15 feet above mean sea level (North American Datum, 1929).
- (3) Sea walls or other structural devices where necessary to prevent erosion of the base of the bluff as the result of wave action provided that such sea wall or other structural device:
 - (i) shall be constructed essentially parallel to the base of the bluff;
 - (ii) shall not obstruct or interfere with the passage of people along the beach at any time;
 - (iii) is necessary to protect coastal - dependent uses or to protect existing principal structures or public beaches in danger from erosion;
 - (iv) is designed to eliminate or mitigate, to the maximum extent feasible, adverse impacts on local beaches, shoreline sand supply or transport;
 - (v) shall assure stability and structural integrity for the economic life of the structures or uses it is to protect;
 - (vi) shall neither create nor contribute significantly to erosion or instability of adjacent property; and
 - (vii) shall mitigate or eliminate any alteration of natural landforms or adverse effects to the scenic qualities of the coast.
- (4) Upon the issuance of a special use permit, any use allowed in the underlying zone by special use permit; provided that the Board of Supervisors determines that such use is consistent with the intent and purpose of the CD Zone.
- (5) A record of Survey map shall be filed with the State Lands

* City Council

Commission and the Planning Department showing the following information when any construction activity is proposed that alters any beach or the toe of any bluff:

- (a) An accurate positioning of the present, preconstruction, ordinary high-water line;
- (b) Sufficient ties to existing record monuments which will not be disturbed by proposed construction;
- (c) The accurate position of any monument shown on a map filed in an office public record which will be disturbed by the proposed construction, together with a plan to replace the monument in its original position or to replace it with another monument tied to nearby recorded monuments.
- (d) State Lands Commission Review. Prior to commencement of construction, the applicant shall obtain a written determination from the State Lands Commission that:
 - 1. No State lands are involved in the development; or
 - 2. State Lands are involved in the development and all permits required by the State Lands Commission have been obtained; or
 - 3. State lands may be involved in the development, but pending a final determination an agreement has been made with the State Lands Commission for the project to proceed without prejudice to that determination.
- (e) Public Rights. The applicant shall, by accepting the terms and conditions of the permit, agree that issuance of the permit and completion of the authorized development shall not prejudice any subsequent assertion of public rights e.g., prescriptive rights, public trust, etc.

4. Upon the issuance of a special use permit, any use allowed in the underlying zone by special use permit; provided that the Board of Supervisors determines that such use is consistent with the intent and purpose of the CD Zone.

Section 2. SPECIAL USE PERMIT REQUIRED. Notwithstanding any other provisions of this ordinance, no building permit may be issued or construction commenced on any building or structure in the CD Coastal Development Overlay Zone, except one-family dwellings and structures appurtenant thereto, unless a special use permit therefore has first been granted by the Board of Supervisors. Applications for such special use permit approval shall be submitted to the Director of _____ and shall be accompanied by such data and information as required by this Article for a site plan application.

Section 3. LIMITATIONS OR PERMITTED USES. Uses permitted in the CD Zone shall be subject to the following development criteria:

1. Development Criteria - Beach. For the purposes of this Article, beach shall be considered as that area lying seaward of the first contour line defining an elevation 15 feet above mean sea level (North American Datum, 1929). No structures of any type shall be erected or placed on the beach except:
 - a. Structures pursuant to a permitted use as specified in Section 2, subsections 2 and 3 of this Article.
2. Development Criteria - Bluff. For the purposes of this Article, a bluff is a scarp or steep face of rock, decomposed rock, sediment or soil resulting from erosion, faulting, folding, or excavation of the land mass. The bluff may be simple planar or curved surface or it may be steplike in section. For the purposes of this Article, bluff is limited to those features having vertical relief of ten feet or more, and whose toe is or may be subject to marine erosion. "Bluff edge" is the upper termination

of a bluff. When the top edge of the bluff is rounded away from the face of the bluff as a result of erosional processes, the bluff edge shall be defined as that point nearest the bluff beyond which the downward gradient of the land surface increases more or less continuously until it reaches the general gradient of the bluff. In a case where there is a step-like feature at the top of the bluff face, the landward edge of the topmost riser shall be taken to the bluff edge. In those cases where irregularities, erosion intrusions, structures or bluff stabilizing devices exist on a subject property to that a reliable determination of the bluff edge cannot be made by visual or topographic evidence, the Director of _____ shall make such determination as to the location of the bluff edge and the bluff setback after evaluation of a geologic and soil report in accordance with Board of Supervisors Policy. No structure shall be placed on or extend beyond the face of the bluff and no tunnel or shaft shall be sunk into the face of the bluff, except that the following structures may be placed thereon and alterations made thereto subject to issuance of a special use permit therefore authorizing such structures or alterations.

- a. Stairways, ramps and other structures or devices designed and intended to provide public access from the top of the bluff to the beach, provided that construction thereof shall not require excavation of the bluff face except to the extent necessary to accommodate placement of vertical or lateral support members;
- b. Fences of non-view-obscuring type, as reasonably necessary to deter trespassing or to discourage indiscriminate traverse upon the face of the bluff; and

- e. Bluff repair and erosion control measures such as retaining walls and other appropriate devices, provided, however, that such measures and devices shall be limited to those necessary to repair existing man-caused damage to the bluff face, such as casual excavations, or to prevent or retard additional natural erosion, such as along drainageways or erosion gullies on the face of the bluff; provided further that no such measures or devices shall cause significant alteration in the natural character of the bluff face.

3. Development Criteria - Blufftop.

a. Bluff setback

- (1) No building or structure shall be placed or erected closer than 40 feet from any point of the bluff edge, except as provided herein.
- (2) A bluff setback in excess of 40 feet may be required by the Director of _____ or the Board of Supervisors following evaluation of geologic and soil reports for a particular site.
- (3) In areas where there is no bluff, all structures, except those established pursuant to subsection 1 of this Section, shall be located landward of the first contour line defining an elevation 15 feet above mean sea level (North American Datum, 1929) as follows:
 - (a) Main buildings 15 feet; and
 - (b) Accessory structures, 10 feet.

b. Limitation on Building Width and Lot Coverage.

- (1) For any one-family or two family dwelling or accessory building, no story above the first story shall exceed a width of one-half the lot width of the lot or lots on which such dwelling or building is located.
 - (2) All two-family or multiple dwellings or accessory structures hereafter constructed shall provide a permanent vista corridor with an unobstructed width equivalent to one-third ($1/3$) the average width of the lot or lots on which the proposed dwellings are to be located. Property abutting the end of a public street which meets the top edge of the coastal bluff may include one-half the width of the street end as credit for up to one-half of the required vista corridor. Any object exceeding two feet in height above finished grade shall be considered an obstruction except: (a) Fences with an open area to obstructed area ratio of 6:1; (b) Trees which at maturity will not obstruct vision from finished grade to approximately eight feet above finished grade. The open space area shall be made permanent by means of an open space easement or a deed restriction, free and clear of any prior liens or encumbrances, recorded prior to the commencement of construction of the development.
- e. Limitation on Maximum Number of Dwelling Units. For the purposes of calculating the maximum allowable number of dwelling units per acre in any zone, only the lot area landward of the bluff edge shall be used.
 - d. Grading and Excavation. Grading and excavation shall be the minimum necessary to complete the proposed development consistent with the provisions of this Article and the following requirements:

- (1) Building sites shall be graded to direct surface water away from the top of the bluff, or, alternatively, drainage shall be handled in a manner satisfactory to the County which will prevent damage to the bluff by surface and percolating water.
- (2) No excavation, grading or deposit of natural materials shall be permitted on the beach or the face of the bluff except to the extent necessary to accomplish construction pursuant to subsections 1 and 2 of this section.

Section 3.1. FINDING OF PUBLIC BEACH ACCESS RIGHTS. No building permit shall be issued for any construction within the CD Zone unless the Director or the Board of Supervisors pursuant to the provisions of this section shall make findings relative to public rights of beach access or usage, if any, in the real property upon which the proposed construction is to be located, and approve the plan of construction.

1. The applicant for a building permit at the time of application shall file with the Director of _____ a plan of the proposed construction for a finding whether the proposed construction will interfere with any public rights of beach access or usage. When applicable, the plan shall contain the following:
 - a. Boundaries of real property, location of beach and nearby streets;
 - b. Location and height of all proposed structures, including buildings, walls, fences, free-standing signs, swimming pools and game courts and the location and extent of individual building sites;
 - c. Locations and dimensions of ingress and egress points, interior roads and driveways, parking areas and pedestrian walkways;
 - d. Location of important drainageways;
 - e. Proposed grading and removal or placement of natural materials, including finished topography of the site;

2. Within sixty (60) days after he shall have received the plan, the Director of _____ shall make a finding whether the proposed construction will interfere with any public rights of beach access or usage in, over and across the site of proposed construction. At least forty-five (45) days prior to making said finding the Director shall forward copies of the site plans to the Coastal Commission, State Lands Commission, Coastal Conservancy and State Attorney General's Office. Said finding shall specifically incorporate any views expressed by the Coastal Commission, the State Lands Commission, the Coastal Conservancy or the State Attorney General's Office. If the Director of _____ shall make a finding whether the proposed construction will not interfere with any public rights of beach access or usage, he shall approve the plan and notify the applicant of such finding.
3. If the Director of _____ finds that the proposed construction will interfere with any public rights of beach access or usage he shall disapprove the plan or he may conditionally approve such plan subject to such modifications as will insure that the proposed construction will not interfere with such public rights in a manner consistent with any state agency recommendations provided pursuant to 2 above. The Director of _____ shall notify the applicant of such finding or conditional approval.
4. A finding by the Director of _____ that the proposed construction will not interfere with any public rights of beach access or usage shall not relieve the applicant from the necessity of obtaining such other approvals as may be required by this ordinance, the County Code or other laws.

Section 4. SITE PLANS REQUIRED

1. Site Plans. Prior to the issuance of any building permit or to the commencement of any construction, an application for site plan approval shall be submitted to the Director of _____ and shall be accompanied by such data and information as may be required including maps, plans, drawings, sketches and documented material as is necessary to show:
 - a. Boundaries and existing topography of the property, location of bluffline and beach, and adjoining or nearby streets;
 - b. East-west cross-sections of the property showing existing and proposed topography, proposed buildings and a profile of the bluff at its steepest point. Additional cross-sections showing all undercut areas of the bluff face shall also be provided.
 - c. Location and height of all existing buildings and structures existing trees and the proposed disposition or use thereof;
 - d. Location, height and proposed use of all proposed structures, including walls, fences and free-standing signs, and location and extent of individual building sites;
 - e. Location and dimensions of ingress and egress points, interior roads and driveways, parking areas, and pedestrian walkways;
 - f. Location and treatment of important drainageways, including underground drainage systems;
 - g. Proposed grading and removal or placement of natural materials, including finished topography of the site;
 - h. Proposed landscaping plan including location of game courts, swimming pools and other landscape or activity features.

2. Geotechnical Reports.

a. Geotechnical reports shall be submitted to the Director of _____ as part of an application for plan approval, shall be prepared and signed by a professional civil engineer with expertise in soils and foundation engineering, and a certified engineering geologist or a registered geologist with a background in engineering applications.

The report document shall consist of a single report, or separate but coordinated reports. The document should be based on an on-site inspection in addition to a review of the general character of the area and it shall contain a certification that the development as proposed will have no adverse effect on the stability of the bluff and will not endanger life or property, and professional opinions stating the following:

- (1) The area covered in the report is sufficient to demonstrate the geotechnical hazards of the site consistent with the geologic, seismic, hydrologic and soil conditions at the site;
- (2) The extent of potential damage that might be incurred by the development during all foreseeable normal and unusual conditions, including ground saturation and shaking caused by the maximum credible earthquake;
- (3) The effect the project could have on the stability of the bluff.

b. As a minimum the geotechnical report(s) shall consider, describe and analyze the following:

- (1) cliff geometry and site topography, extending the surveying work beyond the site as needed to depict unusual geomorphic conditions that might affect the site;

- (2) historic, current and foreseeable cliff erosion including investigation of recorded land surveys and tax assessment records in addition to the use of historic maps and photographs where available and possible changes in shore configuration and sand transport;
- (3) geologic conditions, including soil, sediment and rock types and characteristics and structural features, such as bedding, joints, and faults;
- (4) evidence of past or potential landslide conditions, the implications of such conditions for the proposed development, and the potential effects of the development on landslide activity;
- (5) impact of construction activity on the stability of the site and adjacent area;
- (6) ground and surface water conditions and variations, including hydrologic changes caused by the development (i.e. introduction of sewage effluent and irrigation water to the ground water system, alterations in surface drainage);
- (7) potential erodibility of site and mitigating measures to be used to ensure minimized erosion problems during and after construction (i.e. landscaping and drainage design);
- (8) effects of marine erosion on seacliffs;
- (9) potential effects of earthquakes including : (a) ground shaking caused by maximum credible earthquake, (b) ground failure due to liquefaction, lurching, settlement and sliding, and (c) surface rupture;
- (10) any other factors that might affect slope stability;
- (11) the potential for flooding due to sea surface superelevation (wind and wave surge, low barometric pressure and astronomical

- tide), wave run-up, tsunami and river flows. This potential should be related to one hundred and five hundred year recurrence intervals;
- (12) a description of any hazards to the development caused by possible failure of dams, reservoirs, mudflows or slides occurring off the property and caused by forces or activities beyond the control of the applicant;
 - (13) the extent of potential damage that might be incurred by the development during all foreseeable normal and unusual conditions, including ground saturation and shaking caused by the maximum credible earthquake;
 - (14) the effect the project could have on the stability of the bluff; and
 - (15) mitigating measures and alternative solutions for any potential impact.

The report shall also express a professional opinion as to whether the project can be designed or located so that it will neither be subject to nor contribute to significant geologic instability throughout the lifespan of the project. The report shall use a currently acceptable engineering stability analysis method, shall describe the degree of uncertainty of analytical results due to assumptions and unknowns, and at a minimum, shall cover an area from the toe of the bluff inland to a line described on the bluff top by the intersection of a plan inclined at a 20° angle from horizontal passing through the toe of the bluff or 50 ft. inland from the bluff edge, whichever is greater. The degree of analysis required shall be appropriate to the degree of potential risk presented by the site and the proposed project.

3. The Director of _____ shall approve the site plan only if said Director finds that:

- a. All elements of the proposed development are sited and designed to assure stability and structural integrity for their expected economic lifespans and are consistent with the intent and purpose and meet the requirements of this Article.
- b. Buildings and structures will be so located on the site as to create a generally attractive appearance and be agreeably related to surrounding development and the natural environment.
- c. Buildings, structures, and landscaping will be so located as to preserve to the degree feasible any ocean views as may be visible from the nearest public street.
- d. Insofar as is feasible, natural topography and scenic features of the site will be retained in their natural form and incorporated into the proposed development.
- e. Any grading or earth-moving operations in connection with the proposed development are planned and will be executed so as to blend with the existing terrain both on and adjacent to the site, and will not result in the defacement, or decrease the stability of the bluff.
- f. The development will not require any shoreline protective structures to protect it from erosion for the life of the project.

4. Standard Conditions

a. Need for future protective works.

- (1) No development in a shoreline area may be approved unless the permit application is accompanied by a report signed by a [registered civil engineer, geologist] stating the basis for his/her conclusion that no shoreline protective work shall be required to protect the proposed development for its useful life.

- (2) The aforementioned report is reviewed and approved by the _____ planning director.

b. Liability

- (1) A development permit shall not become effective until the applicant and property owner record in the chain of titles of the parcel to be developed: (a) A waiver of public liability for any future damage to the development resulting from natural conditions; (b) An agreement to reimburse any public agency that expends funds for purposes of protecting the project; and (c) A waiver of all claim against any public entity for future liability or damage resulting from permission to build or claim of any right to construct a protective shoreline structure for the life of the project. All such waivers shall be concurred in by any holder of a lien against the property shall be notarized and recorded in the Office of the County Recorder and shall be evidenced as such in a title report prior to the issuance of the permit.
5. Within 60 days of receipt of an application for site plan review and all material specified in subparagraph 1 of this Section, the Director of _____ - shall approve, conditionally approve or disapprove such site plan. The said 60-day period may be extended with the written consent of the applicant. If the Director of _____ does not act on said site plan within the specified time limit or extension thereof, said site plan shall be deemed to have been denied. Any disapproval or other decision rendered pursuant to this Section may be appealed pursuant to Section _____ of this ordinance, except that the Planning Commission's action on such appeal shall be a recommendation only and shall be transmitted directly to the Board of Supervisors for final action.

6. The applicant or any interested person may appeal the decision of the Director of _____ by filing with such director an appeal in writing within ____ days from the decision and setting forth therein the basis of such appeal. The Director of _____ may affirm the prior disapproval or conditional approval or may approve the plan with or without modifications. If the Director of _____ affirms the prior disapproval or conditional approval, the papers and documents applicable to the matter shall be forthwith filed with the Board of Supervisors.
7. Within ____ days from such filing of the appeal the Board of Supervisors shall consider said appeal and may either:
 - a. Affirm decision of the Director of _____, or
 - b. Hold a hearing.Following the hearing the Board of Supervisors may affirm the decision of the Director of _____ or render such decision as it considers appropriate.
8. Any site plan application proposing modification of any development criteria of Section _____ of this Article shall be accompanied by a filing fee of _____ and shall be considered by the Board of Supervisors at a public hearing within 60 days of receipt of a complete application. Notice of such public hearing shall be given as provided for a variance or special use permit in Article _____ of this Ordinance.
9. The Director of _____ may, upon request of the applicant, approve a modification of an approved conditionally approved site plan if he finds that the modification is not material and is consistent with the intent, purpose and requirements of the CD Zone.
10. Any approval of a site plan shall expire within one (1) year of such approval except where construction and/or use in reliance on such site

plan has commenced prior to its expiration. If construction and/or use in reliance thereupon has not commenced within the one (1) year period, said period may be extended by the Director of _____ at any time prior to the original expiration date.

Section 5.5 GRADING. No grading, removal or deposit of natural materials shall take place on any lot or parcel in the CD Zone except pursuant to a grading permit which has been issued in connection with a building permit for a structure which conforms to all provisions of this Article; or, where no structure is involved, pursuant to a grading which has been approved by the Director of _____.

The following activities are exempt from the requirements of this Section.

1. Tilling or preparation of land for agricultural purposes on previously cultivated fields provided that no such activity shall take place closer than 10 feet from the bluff edge.
2. Minor excavation or placement of natural materials incidental to the planting of trees and shrubs and the construction of other landscape features not requiring a grading permit, provided that such excavation or placement of materials does not in itself alter the general overall topographical configuration of the land and provided that no such activity shall take place closer than 10 feet from the bluff edge.
3. Minor excavation not exceeding one foot in depth within the required bluff setback, or placement of natural materials incidental to installation of permitted minor structural features not requiring a grading permit such as fences, walls, walkways, patios and similar elements customarily accessory to permitted use, provided such excavation or placement of materials conforms to all requirements of this Article, does not in itself alter the general overall topographical configuration of the land, and provided that no such activity shall take place closer than 10 feet from the bluff edge.

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1983
AMENDMENT
TO THE
OCEAN BEACH PRECISE PLAN
AND LOCAL COASTAL LAND USE PLAN

On September 20, 1983, the City Council adopted an amendment to the Ocean Beach Precise Plan and Local Coastal Land use Plan by Resolution No. 259282. The amendment resulted in the following changes to the precise plan and land use plan:

1. Amended the height limit for all residential and commercial areas to thirty feet.
2. Amended the Commercial Recommendation map and the Ocean Beach Precise Plan map to reflect additional commercial areas.
3. Amended the commercial off-street parking plan recommendations.

Adopted text changes and revised precise plan graphics are attached. The wording within these attachments supersedes the corresponding pages within the currently bound Ocean Beach Precise Plan. These revisions serve as an addendum to the Ocean Beach Precise Plan and Local Coastal Land Use Plan.

Height

All development at the densities proposed in this Plan is possible in structures of three stories or less. While arbitrary height limits do not necessarily lead to the best developments, there is obviously overwhelming community-wide support for such a limitation based on the results of the 30-foot height limit initiative passed by the voters in November, 1972. Therefore, while there are instances where taller buildings could logically be developed in Ocean Beach (on larger parcels of land with reduced coverage and a large amount of open space, for example), it is not recommended that buildings taller than three stories be permitted outright. Such structures, like higher density projects, should be evaluated on a case by case basis and possibly be permitted if a determination can be made that no negative impact exists. Because such decisions may be subjective, detailed criteria for any such exceptions should be written as part of special development regulations.

The proposed height limit for all residential areas of Ocean Beach should be thirty feet.

Parking

Because of the lack of adequate off-street parking requirements at present, and because of the high number of automobiles generated per unit in Ocean Beach, it is recommended that a requirement of two off-street spaces per unit be required for all new development. Parking should not be permitted in the required front yard. In order to ease the burden of requiring increased parking, it is proposed that tandem parking be permitted for all residential development provided that at least one space per unit is accessible to an alley, and further provided that tandem parking spaces be accessible only from the rear of the lot. This insures that conflicts with passing traffic do not occur as residents shift cars around. It further insures that automobiles will, for the most part, be confined to the rear of the property, out of sight from the front.

Landscaping

At least 20 percent of the total lot should be landscaped, including all of the required front yard, except that portion devoted to driveways. Walks and decks may be considered as landscaping. Generally, however, landscaping refers to planting material and natural ground cover.

- o That yards and coverage be adequate to insure provision of light and air to surrounding properties, and that those requirements be more stringent where necessary for buildings over two stories in height and for lots greater than 40-foot in width.
- o That floor area ratios of about .7 for a 25 du/ac density, 1.0 for a 38 du/ac density, and 1.3 for a 54 du/ac density be developed, and that consideration be given to increasing or decreasing them for purposes of providing positive or negative incentives for development, based upon detailed criteria.
- o That a height limit of 30 feet be established for all residential areas.
- o That two off-street parking spaces be provided for every residential unit and that tandem parking be permitted provided that access is from the rear of the lot and provided that at least one space per unit opens on to an alley.
- o That at least 20 percent of lots be landscaped, including all of the required front yard.
- o That lower income housing be encouraged to be maintained in Ocean Beach, especially through the minor rehabilitation of existing substandard units.
- o That an affirmative action program be established in order to inform persons of the choices of existing housing and to insure that builders and developers of housing are aware of all available housing programs.
- o That current assessment practices be evaluated in order to determine their impact upon the community with respect to goals of the Precise Plan.
- o That taxation programs be evaluated for purposes of providing tax relief and encouraging development compatible with the goals of the Precise Plan.

RESIDENTIAL



EAST OCEAN BEACH
8 - 14 DU/NRA



NORTH AND SOUTH OCEAN BEACH
25 DU/NRA Highest Area-wide Density

COMMERCIAL



COMMUNITY COMMERCIAL



NEIGHBORHOOD COMMERCIAL

PUBLIC FACILITIES



ELEMENTARY SCHOOL



LIBRARY



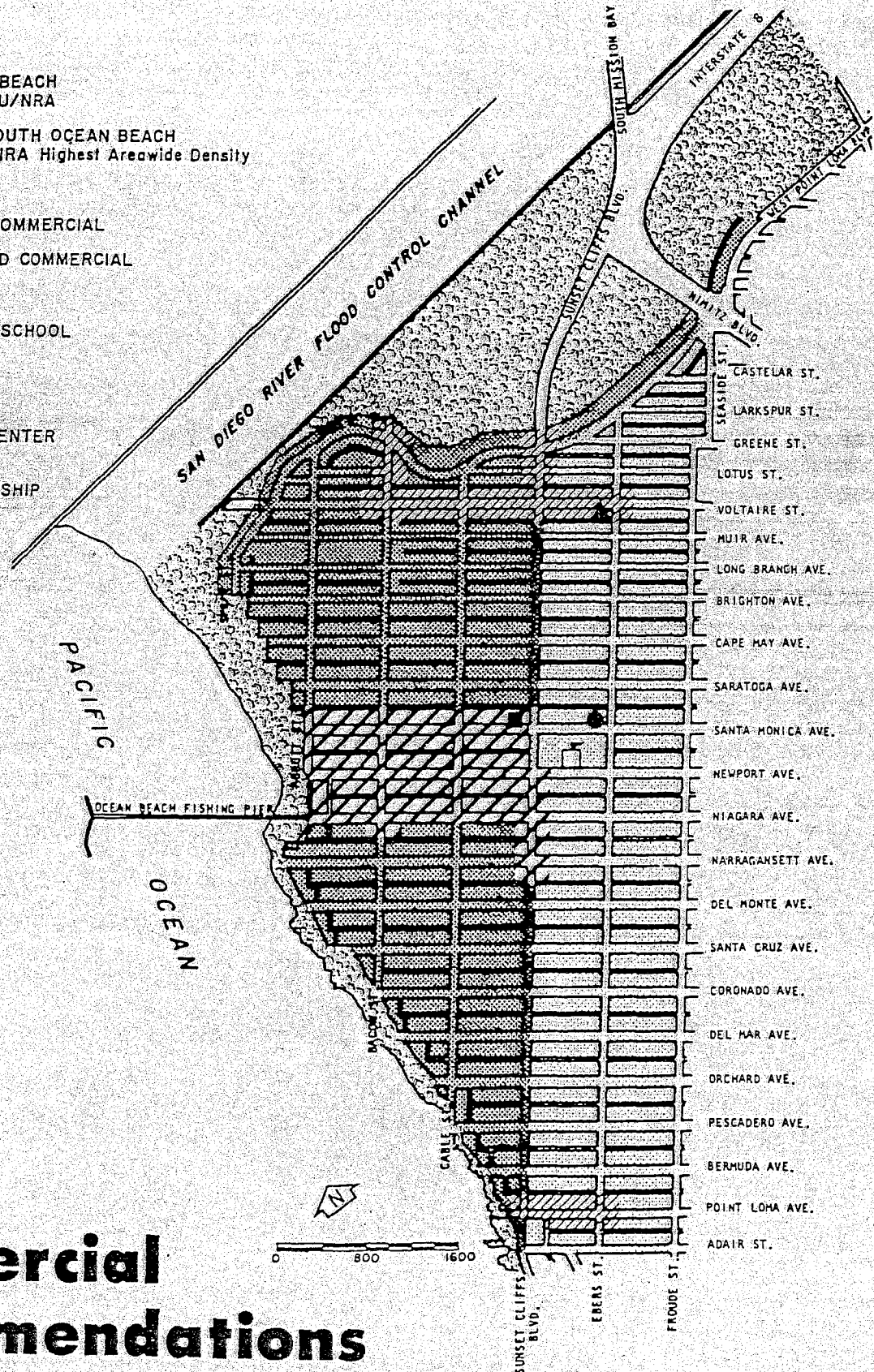
FIRE STATION





RECREATION CENTER





PARK AND
PUBLIC OWNERSHIP








RESIDENTIAL

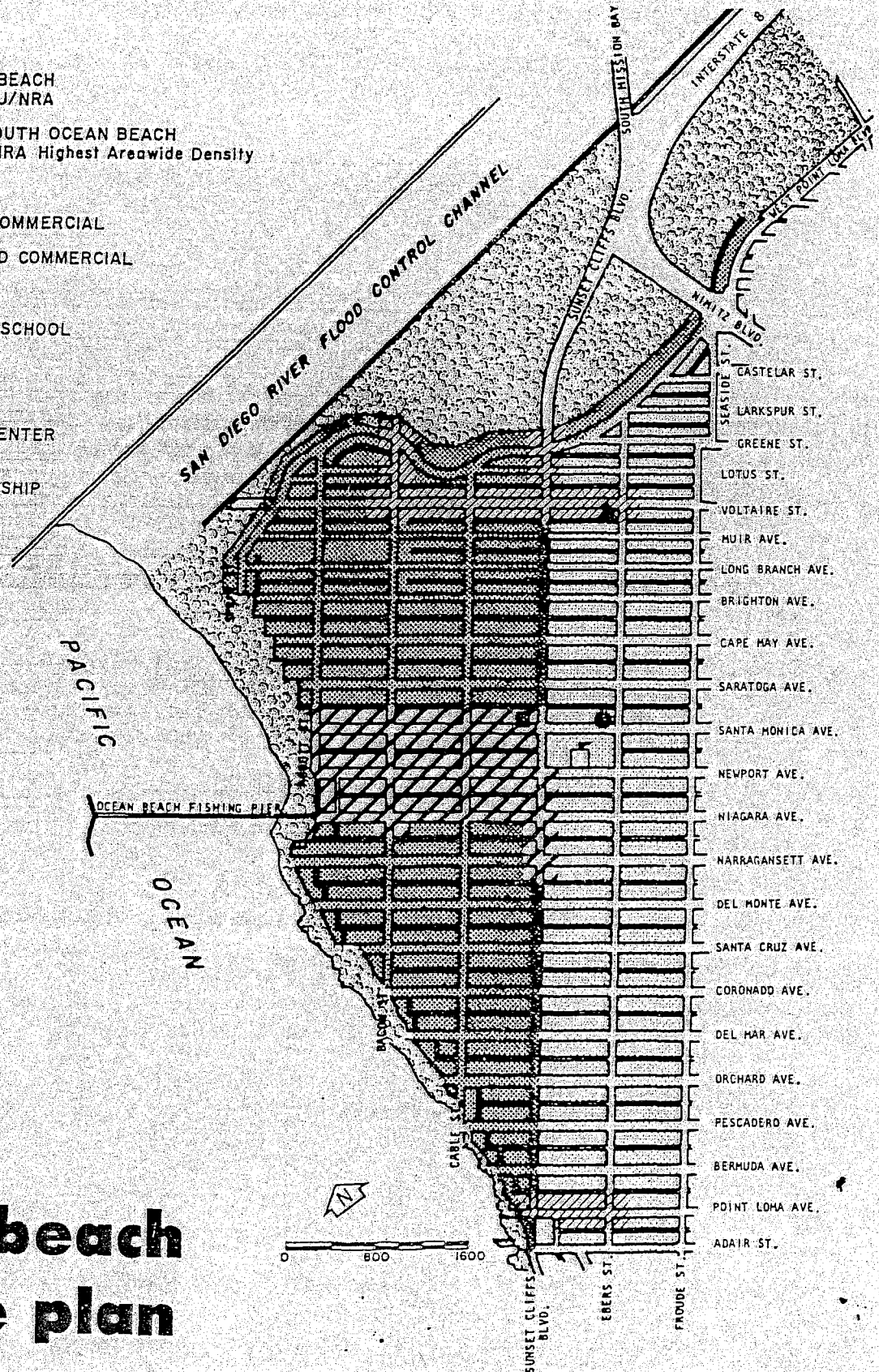
-  EAST OCEAN BEACH
8 - 14 DU/NRA
-  NORTH AND SOUTH OCEAN BEACH
25 DU/NRA Highest Area-wide Density

COMMERCIAL

-  COMMUNITY COMMERCIAL
-  NEIGHBORHOOD COMMERCIAL

PUBLIC FACILITIES

-  ELEMENTARY SCHOOL
-  LIBRARY
-  FIRE STATION
-  RECREATION CENTER
-  PARK AND PUBLIC OWNERSHIP



**ocean beach
precise plan**

Plan Recommendations:

"THAT NEW COMMERCIAL DEVELOPMENT PROVIDE AT LEAST ONE PARKING SPACE FOR EVERY 500 SQUARE FEET OF GROSS FLOOR AREA, IF POSSIBLE, EITHER ON-SITE OR IN CONSOLIDATED AREAS IN THE VICINITY OF THE USE IT SERVES."
(pages 71-72)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objectives of the Plan in relation to the specificity required by the Coastal Act Local Coastal program, the following additional information and implementation techniques are proposed:

The Plan's parking requirements for commercial developments should be further broken down into development sub-categories, each with appropriate parking guidelines. However, while these guidelines are intended to provide more automobile parking in Ocean Beach commercial areas in the near-term, it is recognized that changes in transportation habits may occur in the future. In the event that the current dependence of private automobile travel decreases, the standards for commercial parking may be revised. This is consistent with the Plan's emphasis on pedestrian-oriented commercial areas and on the development of non-auto transportation modes in the community.

o The parking ratios should be broken down as follows:

1. New commercial development should provide at least one parking space for every 400 square feet of gross floor area on-site or one space for every 500 square feet of gross floor area in a common parking facility.
2. Additions or modifications to existing commercial development should provide a minimum of twice the number of parking spaces as would be necessitated by the magnitude of said enlargement; provided, however, that the number of spaces required by this paragraph need not exceed the total number of parking spaces required for the enlarged development.
3. New restaurant development, including restaurant conversions, should provide at least one parking space for every 200 square feet of gross floor area.

In order to properly develop implementation techniques and ordinance designed to reinforce the goals and objectives of the Plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional information and implementation techniques are proposed.

- o Under the Local Coastal Program, a tree ordinance should be established to protect large trees and significant vegetation within the community. This proposal is consistent with the Precise Plan's intent to preserve and improve the physical appearance and character of the Ocean Beach community.

B. Height Limitations

Plan Goals:

"MAINTAIN THE EXISTING RESIDENTIAL CHARACTER OF OCEAN BEACH AS EXEMPLIFIED BY A MIXTURE OF SMALL SCALE RESIDENTIAL BUILDING TYPES AND STYLES." (Page 15)

"THE REGULATION OF THE SCALE AND BULK OF NEW DEVELOPMENT TO REFLECT THE SMALLER SCALE AND PEDESTRIAN ORIENTATION OF EXISTING COMMERCIAL DEVELOPMENT." (Page 28)

PLAN RECOMMENDATIONS:

"THAT A HEIGHT LIMIT OF THIRTY FEET BE ESTABLISHED FOR ALL RESIDENTIAL AREAS." (Page 24)

"THAT SPECIFIC DEVELOPMENT CRITERIA BE ESTABLISHED TO REPLACE EXISTING ZONING REGULATIONS [FOR COMMERCIAL USES]. SUCH CRITERIA SHOULD INCLUDE BUT NOT BE LIMITED TO THE FOLLOWING:

A MAXIMUM HEIGHT LIMIT OF 35 FEET WITH A THREE-STORY LIMITATION." etc. (Page 32)

In order to properly develop implementation techniques and ordinances designed to reinforce the goals and objectives of the Plan in relation to the specificity required by the Coastal Act Local Coastal Program, the following additional updated criteria for implementation techniques is proposed.

- o Due to the height limitation requirements in the Coastal Zone, all references should be made in relation to a maximum 30-foot height limit.
- o The following policy language shall apply to the height of development in the commercial and residential areas covered by the precise plan:

The height of new development in the commercial and residential areas shall not exceed 30 feet.

In the Voltaire and Point Loma Avenue neighborhood commercial districts, a 24-foot-height limitation may be considered, as part of the implementing ordinances, if studies shown that such a limitation is critical in resolving the following issues:

1. Preservation of community scale and character;
2. Preservation of public coastal views;
3. Mitigation of traffic and congestion problems.

VI-3

FIGURE 8
HEIGHT LIMITS
HAS BEEN
DELETED

1986

REVISIONS TO THE

OCEAN BEACH LOCAL COASTAL
PROGRAM ADDENDUM

The San City Council, on
May 14, 1986, adopted these
revisions by Resolution No. R 263183

Where conflict exist, these revisions
shall supersede statements and or
standards previously adopted.

(D) Common Parking: an incentive in the form of a 20 percent reduction in total parking required should be provided for commercial uses with complementary (i.e. staggered, separate, but not overlapping) peak use hours that (which) establish a common parking facility.

(E) Tandem parking should be permitted in any commercial development, except for assigned employee parking spaces and where valet parking is associated with restaurant use, in which even said parking shall be assured pursuant to planned development permit or other implementing mechanism.

(F) Within the beach impact area, new curb cuts shall not be permitted, where other access is available. Where other access does not exist, one curb cut, not to exceed 20 feet in width, may be allowed, if the proposed retention of existing commercial or residential development would preclude adequate use of a rear alley for increased parking to permit reasonable use of the property. Where all existing development is removed from a parcel and a large commercial development proposed, the applicant will be allowed no more than one (25-foot-wide at the property line) curb cut for every full 150 feet of street frontage. This applies only to commercially-designated properties and does not apply to any fractional parts of the required 150 feet of frontage.

REVISIONS TO THE OCEAN BEACH LCP SEGMENT

1. Locating and Planning New Development

(A) Generally, a Beach Impact Area (BIA) Overlay Zone shall be established where more restrictive parking standards will be applied. Within the delineated BIA Zone, which is to be precisely defined in the Local Coastal Program Implementation Program, the minimum parking standards shall be as follows:

Single-family residential development shall provide two spaces per detached single-family dwelling.

Multiple-family residential lots or parcels located within the designated Beach Impact Area; units with one bedroom or less, 1.5 spaces, units with 2+ bedrooms, 2.0 spaces; lots or parcels not located within the designated Beach Impact Area: units with one bedroom or less, 1.3 spaces; units with 2+ bedrooms, 1.6 spaces. Tandem parking should only be allowed when access is provided from a rear alley.

Commercial

Retail/Office: one space per 400 square feet of gross floor area; restaurant: one space per 200 square feet of gross floor area; hotel/motel (without kitchens): one space per unit. Where the underlying zone provides for even more restrictive parking, the more restrictive standards shall apply.

New commercial development should provide at least one parking space for every 400 square feet of gross floor area on-site or one space for every 500 square feet of gross floor area in a common parking facility.

(B) Additions or modifications to existing commercial development should provide a minimum of twice the number of parking spaces as would be necessitated by the magnitude of said enlargement; provided, however, that the number of spaces required by this paragraph need not exceed the total number of parking spaces required for the enlarged development.

(C) To provide increased public access opportunities in Ocean Beach, The City of San Diego immediately following certification of this local coastal program segment shall (1) apply to the State Coastal Conservancy for a public access facilities improvement grant to construct, on private or public property, a well-designed and attractive coastal public access parking facility, and (2) initiate creation of a coastal access facility assessment district in cooperation with the Ocean Beach business community.

